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## PRESS RELEASE

### To the European Council of transport: Keep the spirit of the 4th Railway Package and speed up!

Regarding the next Transport European Council of 10<sup>th</sup> June and the preparatory meetings, ERFA is strongly asking – for the so long waited full opening of the freight and passengers rail market – the Member States representatives and the Irish Presidency to:

1. Cooperate with the Commission and the Parliament in order to keep global 4<sup>th</sup> Railway Package as a whole to be adopted in its entirety during this European legislative mandate including governance aspects with a clear separation between infrastructure and operations.
2. Do not focus on the sole “Technical pillar” only. All the aspects of the 4<sup>th</sup> Railway Package (safety, interoperability, governance, passenger opening, public service obligation, social,...) are highly interconnected.
3. Minimize changes asked by some Member States, too much in favor of the National Safety Authorities (NSAs) and detrimental to the foreseen re-enforced European Railway Agency (ERA).
4. Keep the ERA key role to ensure as fast as possible and in collaboration the harmonization and simplification of the national rules and distinctiveness.
5. Give ERA the necessary means as soon as possible to play its new major role.
- 6. Do not delay the process: it would be totally harmful for the market opening to foresee too long transitional period and only allow ERA to be fully empowered in the 2020's.**

ERFA has indeed reminded during its last General Assembly Meeting on last 16<sup>th</sup> May, in presence of the Vice-President Kallas, its wishes on what we all call “A full open market with competition of players and increase of quality and services”.

The President Coart reminded: “We as ERFA request a liberalized market in the interest of all railway operators. We need the 4<sup>th</sup> Railway Package keeping its integrity in order to remove technical and administrative barrier which put our community at danger. Benefits will arise for the new private operators as well as for the incumbents, especially on long-distance international traffic. We cannot wait 20 years to see our market liberalized”



### **Contacts:**

ERFA (European Rail Freight Association) was set up with the 1<sup>st</sup> Railway Package in Brussels in July 2002 to represent the interests of the new independent and private 'open access' rail freight operators. ERFA is EU Representative Body. Today, the association comprises 30 members (21 rail freight operators, wagon keepers, service providers, forwarders as well as 9 national rail freight associations) from 16 countries in wider Europe. ERFA represents more than 800 locomotives and 55.000 freight wagons. ERFA's main objective is to make the rail freight market fit for competition so that rail freight can expand its market share, attract new investments, become more innovative and create jobs. By doing so, ERFA contributes to a highly competitive EU rail freight market.

ERFA's key mission to achieve its objective is to remove all legal, technical, social and administrative barriers that prevent its members from rapidly establishing international cross-border freight services, using all rail infrastructures regardless of who manages them, and to encourage any developments likely to enable all rail companies to flourish on this market, regardless of their size or age.

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