

12 June 2013

## **Meetings ERFA / MEPs on the 4th Railway Package in Strasbourg on 12 June**

### **The messages of ERFA**

We are strongly supporting the 4<sup>th</sup> RP to finalize the framework of the SERA (Single European Railway Area).

We were disappointed by the results of the 1<sup>st</sup> RP and the poor opening of the market. That's why we pushed for the recast ... but in between we lost 10 years! ... And we had to fight again (on a high Commission level) end of last year to get the 4<sup>th</sup> RP timely and in its entirety.

Why are we so concerned? Because we first of all want to satisfy our customers with lean, seamless, efficient long-haul cross-border rail freight traffic in a fully open market which means essentially and as soon as possible a cross-border technical harmonization. In addition we are also convinced we can more easily reach these goals with independent IMs (as best separated) combined with independent, strong and mainly quick acting/reacting Regulators.

What are our fears? Too lengthy process (of technical, administrative and legislative harmonization) endangering the existence of the new entrants and private, independent companies.

We need an adoption of the 4<sup>th</sup> RP in its entirety during this European legislative mandate:

- A harmonized technical pillar allowing suppress or drastically reduce the 11.000 different NNTRs (Notified national technical rules). To do so we need a strong and empowered ERA associated with best possible independent and cooperating IMs.
- A active collaboration between RUs and IMs via the new IM's Coordination Committees.
- A common approach and development of the secondary lines necessary for Passenger's PSOs and for freight feeding/collecting/distributing traffic through the capillary (comprehensive) network.
- A competitive call of tender procedure for the PSO contracts to develop as for freight a common liberalized approach for the global new railway market.
- And of course an efficient and as soon as possible (2 years instead of 5 voted by the Council) empowered ERA cooperating with the NSAs but clearly under its leadership.
- The enter in operation of 6 freight corridors in November this year which will de facto create a necessary operational cooperation between IMs and a better coordination with RUs

We don't accept the transitional period of 5 years adopted by the Council to only see an empowered ERA in the 2020's! It's again far too late.