

16 September 2013

ERFA and the 4th Railway Package

In meeting, the Board of ERFA expressed strong and clear messages regarding the 4th Railway Package under discussion now in the European Parliament and in the Council. Taking care of the present positioning of the actors (The Commission, European Parliament, Member States, European Council and Sector stakeholders), the board of ERFA addressed:

- **Keep the package as a whole** – *The best independent the IM, the best the technical pillar can succeed. They are really interlinked.*
- **ERFA demands the independence of infrastructure managers as a precondition for an open, healthy railway market. Full separation between infrastructure and operations is the simplest, most efficient and less costly way of achieving liberalisation. As an alternative, strong Chinese walls and strong and quick acting regulation must be established in order to guarantee independence of infrastructure managers within integrated holding companies** – *Even if a large majority in favor of the Chinese walls appears in the debates, it is worth mentioning once more the advantages of a full separation.*
- **Install as soon as possible the ENIM (the European Network of Infrastructure Managers).** *The first base will of course be the commissioning of the 6 first Rail Freight Corridors next 10 November with their RAGs (Railways Undertakings Advisory Groups) and TAGs (Terminal Advisory Groups) very actively supported by ERFA prefiguring the future “Coordination Committees” also promoted since long by ERFA.*
- **Install as soon as possible the ERA empowerment and the single one-stop-shop** *either for European safety certification of Railways Undertakings (RUs) either for European authorization of vehicles in full cooperation with NSAs but under the full leadership and control by ERA.*
- **Empower ERA as soon as possible without still waiting 5 years more.**
- **Launch as soon as possible the process of drastic reduction of NNTRs** *(Notified National Technical Rules).*