

PRESS RELEASE

6th October 2017, Brussels

Cost challenge must be addressed as a priority if ERTMS is to be a success

ERFA welcomes the European Court of Auditors' ERTMS report, stating that ERTMS has not been properly planned, deployed and managed, and that the individual business case for the parties involved have not been considered.

ERFA strongly supports the vision for one single signaling system on the European rail network, but has long highlighted the cost and quality challenges hindering the success of the ERTMS project.

The lack of a business case for today's railway undertakings, who will face the costs, but very little of the benefits of ERTMS, should be addressed as a priority. The investment challenges are identified as one clear reason why ERTMS has only been rolled-out on such a small part of the European rail network. The lack of strong commitment at Member State level undermines reliable planning and contributes to the disappointing results.

The figures presented by the auditors provide clear transparency on the many obstacles that need to be overcome now if ERTMS is to help the rail sector become more competitive.

Key figures from the report:

- Only 8% of main international rail routes in Europe equipped with ERTMS;
- EU financial support for ERTMS projects during 2007-2020 period is less than 5% of the total ERTMS deployment costs estimated for the main international routes;
- Only 30% of CEF funds have been allocated to rail freight traffic which is operated on a large scale internationally while 70% were awarded to passenger traffic, mainly operated at national level).

The second Rastatt disaster Open Letter published 29th September 2017 and signed by 29 associations representing rail freight customers and actors from across Europe, calls for a rail network without national barriers, including the roll-out of ERTMS in the short-term on the main international corridors. In light of this ERFA welcomes the key report recommendations for a thorough assessment of the costs, coordinated and legally binding dates for decommissioning national signaling systems and the improved targeting of EU funding for cross-border sections and locomotives involved in international traffic.

It is also essential that Member States work together in full transparency with their rail stakeholders and the ERTMS supply industry to find viable financing solutions to support individual business cases and accelerate the deployment of ERTMS.

PRESS RELEASE

Link to European Court of Auditor's ERTMS report:

http://www.eca.europa.eu/Lists/ECADocuments/SR17_13/SR_ERTMS_RAIL_EN.pdf

Contacts:

Julia Lamb Secretary General, +32 2 513 60 87, julia.lamb@erfarail.eu

ERFA - European Rail Freight Association - represents new entrants, i.e. all those operators who want open access and fair market conditions, and sustains their role of pushing forward the development of the railway market. The Association is very much a spin-off of the First Railway Package, adopted by the EU in 2001, and its vision of creating an open and competitive European rail market.

In 2017, ERFA represents 32 members from 16 countries. The members of ERFA all share a commitment to work towards a competitive and innovative single European railway market by promoting attractive, fair and transparent market conditions for all railway companies.

The members of ERFA represent the entire value chain of rail transportation: rail freight operators, wagon keepers, service providers, forwarders, passenger operators and national rail freight associations.