

## Press Release

Brussels, 2 December 2013

### **The Fourth Railway Package's Technical Pillar: a top priority for the railway sector**

The Association of the European Rail Industry (UNIFE), the International Union of Wagon Keepers (UIP), European Rail Freight Association (ERFA), the International Union for Road-Rail combined transport (UIRR) and the International Union of Railways (UIC) confirm their strong support for the Technical Pillar of the Fourth Railway Package. They stress the importance and urgency for reaching a sound agreement at the European Parliament as soon as possible. Furthermore, the railway sector calls upon the European institutions to adopt the Technical Pillar of the Fourth Railway Package before the European elections of **May 2014**.

The Technical Pillar is a top priority to for the European railway sector. It will help make sure that railways remain competitive as a sustainable transport mode and as an industry in and for Europe. The Technical Pillar is a fundamental milestone for the establishment of the Single European Railway Area.

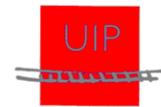
The European railway sector believes that European Railway Agency (ERA) should be the authority for issuing European vehicle authorisation. The agency should function as a one stop-shop cooperating with the national safety authorities (NSAs). The European vehicle authorisation will be based on the vehicle's compliance with the relevant Technical Specification for Interoperability (TSIs) and sets of national rules for the selected networks indicated in the 'area of use'.

In the same context, ERA should also authorise the placing in service of trackside ERTMS subsystems whereas the NSAs should be responsible for the authorisation of energy, infrastructure and CCS subsystems (including class B train protection systems). In future, the streamlined European authorisation process should be based on a clear set of rules integrating exclusively TSIs and notified national technical rules (NTRs). Under ERA's supervision, Member States must reduce the number of the national technical rules to those that are strictly required for network compatibility. These conditions are a prerequisite for a strong and competitive European railway sector.

The sector fully supports that ERA becomes the authority for the 'Single Safety Certificate' and that the safety certification clearly indicates the 'area of operation'.

In order to perform its new tasks, it is essential that the Agency is adequately resourced, including the appropriate competence and skills.

Finally, it is of the utmost importance to ensure the shortest possible transition period for the new role of ERA. The railway sector should benefit from the Fourth Railway Package's Technical Pillar as soon as possible, as it will enhance the performance of the rail sector and boost mobility in Europe



**UNIFE Director General Philippe Citroën** stated: *"The European railway industry calls for a capitalisation of the major achievements attained so far in the Technical Pillar and highly encourages the European Parliament to adopt it during the current legislative period: the Technical Pillar is essential for the Industry."*

**UIP Secretary General Gilles Peterhans** stressed: *"To foster the full deployment of the Single European Railway Area, we encourage the European Institutions to approve the Technical Pillar as it is about time to start the transition towards new realities and to provide the Sector with appropriate tools to revitalise the railways."*

**ERFA Secretary General Pierre Tonon** reminded: *"ERFA insists to keep the package as a whole but also strongly wants to get valuable results from the very good work progress already registered during this EU legislative mandate. A minimum success for the Fourth Railway Package would be to adopt the Technical Pillar before the next mandate!"*

**UIRR Director General Martin Burkhardt** pointed out: *"While stronger separation rules – as prescribed in the Commission proposal – would be very much needed to eliminate the privileged relationships advantaging incumbent (state owned) European railway undertakings over their newcomer peers, UIRR also recognises the importance of the Technical Pillar from the aspect of the overall competitiveness of the European railway sector, and subsequently joined the call for its accelerated adoption by the European legislators".*

**UIC General Director Jean-Pierre Loubinoux** outlined: *"It is essential for the future rail system that there is a speedy arrival at a stable position from which the rail sector can evolve. There are significant challenges ahead for the system as a whole, it is therefore vital that the legislative framework is in place and able to support the necessary innovative steps".*

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UNIFE represents the European Rail Industry in Brussels since 1992. The Association gathers more than 80 of Europe's leading large and medium sized rail supply companies active in the design, manufacture, maintenance and refurbishment of rail transport systems, subsystems and related equipment. A further one thousand suppliers of railway equipment partake in UNIFE activities through 15 national rail industry associations. UNIFE members have an 80% market share in Europe and supply more than 50% of the worldwide production of rail equipment and services. [www.unife.org](http://www.unife.org)

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Founded in 1950, the UIP – International Union of Wagon Keepers, with its seat in Brussels, is the umbrella association of national associations from fourteen European countries, thus representing more than 250 keepers with approximately 180.000 freight wagons, performing 50 % of the rail freight tonne-kilometres throughout Europe. UIP represents the members' concerns at international level. By means of research, lobbying and focused cooperation with all stakeholders and organisations interested in rail freight transportation, the UIP wants to secure on the long term the future of rail freight transport. [www.uiprail.org](http://www.uiprail.org)



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ERFA (European Rail Freight Association) was set up with the First Railway Package in Brussels in July 2002 to represent the interests of the new independent and private 'open access' rail freight operators. 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 900 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 and to encourage any developments likely to enable all rail companies to flourish on this market, regardless of their size or age. [www.erfarail.eu](http://www.erfarail.eu)

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Founded in 1970, the International Union of Combined Road-Rail Transport Companies (UIRR) represents the interests of European road-rail Combined Transport Operators and Transshipment Terminal Managers. Road-Rail Combined Transport (CT) is a system of freight forwarding which is based on efficiently and economically inserting electric rail into long-distance (road) transport-chains through the use of intermodal loading units (ILU), as well as complete road vehicles using specialised wagons. [www.uirr.com](http://www.uirr.com)

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The International Union of Railways (UIC) is the international professional association representing the rail sector. UIC currently counts 240 members across five continents. Its mandate is to promote the growth of rail transport across the world and to encourage and organise international cooperation between its members. A significant share of UIC's work consists of strengthening the coherence of the rail system as a whole and its international interoperability, as well as boosting the competitiveness of both passenger and freight transport services. The aim is to enable rail transport to meet current challenges of mobility and sustainable development as effectively as possible. You can find more information on: [www.uic.org](http://www.uic.org)