

The Technical Pillar of the 4th Railway Package: Challenges for Standardisation & Interoperability

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Secretary General UIP

UIP: International Union of Wagon Keepers

Rail freight: between opportunities & challenges

22 years of rail policy

Towards a Single European Railway Area (SERA)

Conclusions

UIP: International Union of Wagon Keepers

Role

- Acts as a promotional body for wagon keepers and rail freight;
- Represents 14 National Associations and 180'000 freight wagons;
- Supports its members in improving regulatory framework that affects wagon keepers;
- Supports its members in the development of technical questions relating specifically to wagons, as well as organisational and economic matters, in order to increase the real quality of rail freight transport services;
- Aims at securing a continuous improvement in the safety and reliability of freight wagons;

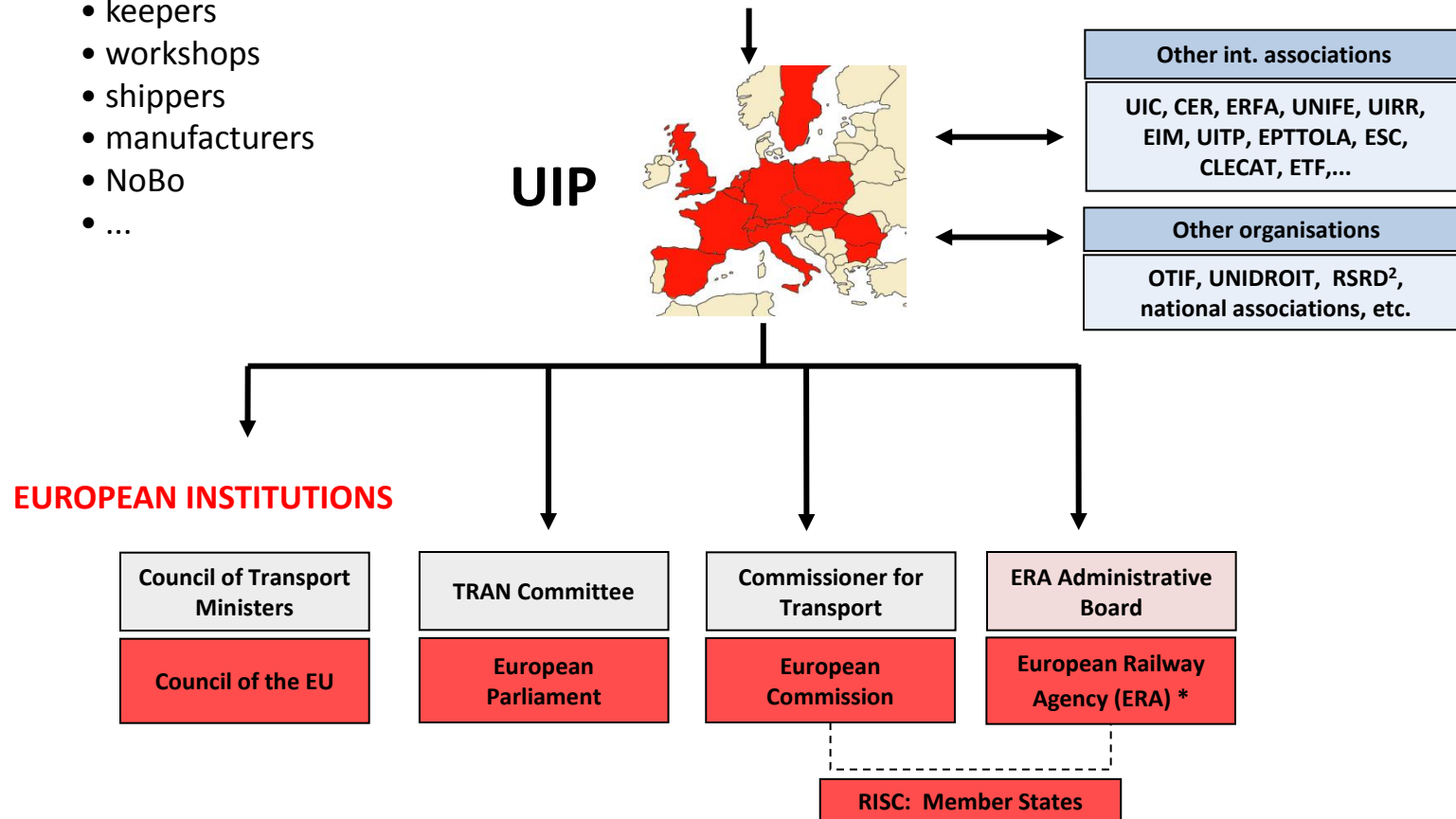
UIP – External Working Structure

Environment

MEMBERS

- keepers
- workshops
- shippers
- manufacturers
- NoBo
- ...

← Members: 14 national associations



* ERA draft recommendations for EU COMMISSION on safety and interoperability

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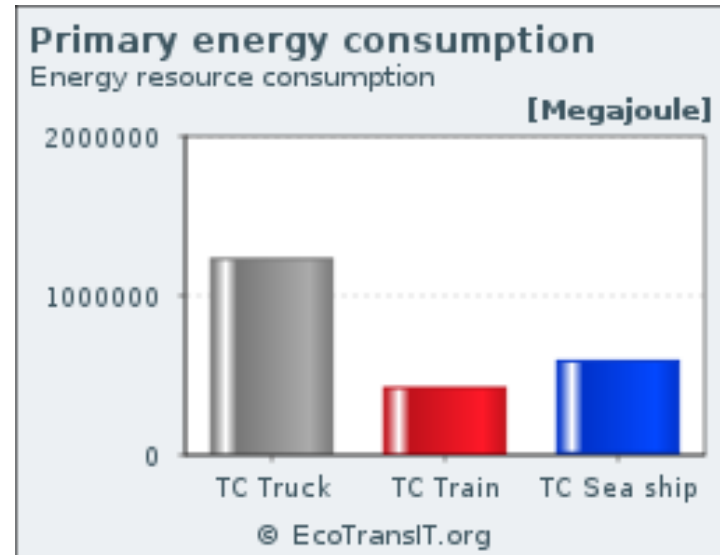
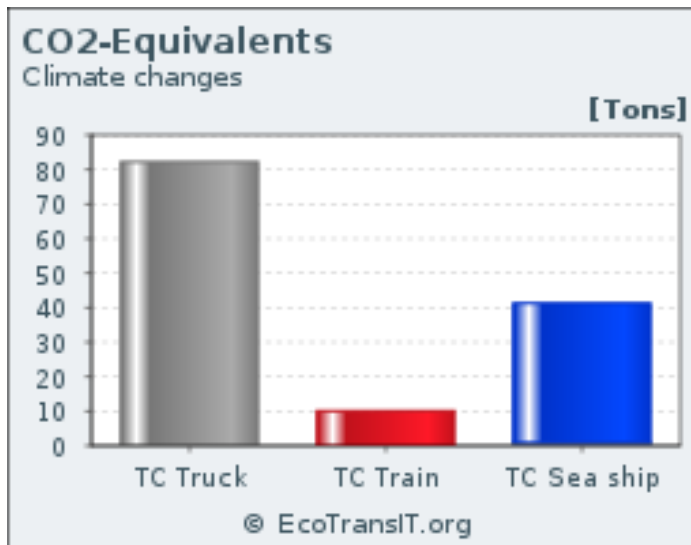
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Conclusions

Rail freight transport has an important role to play!

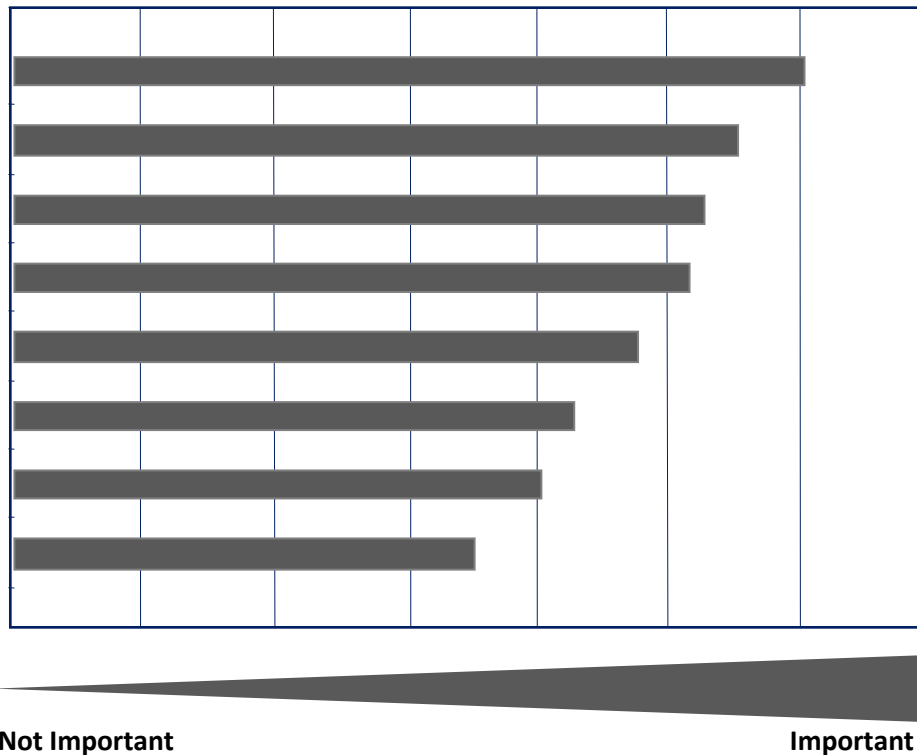
- Rail freight transport generates the **lowest specific CO2** emissions
- Rail freight transport is also the most **energy-efficient** transport mode

Sources: EcoTransIT: 1'000 tons, Rotterdam – Genoa



Freight customer priorities

- Reliability of transport
- Level of price
- Available capacity
- Information Management
- Transport time
- Handling time
- Frequency of transport
- Ecological aspects



Sources: PWC, UIP & UIC XRail , 2005



Rail freight needs better response to freight customers' priorities

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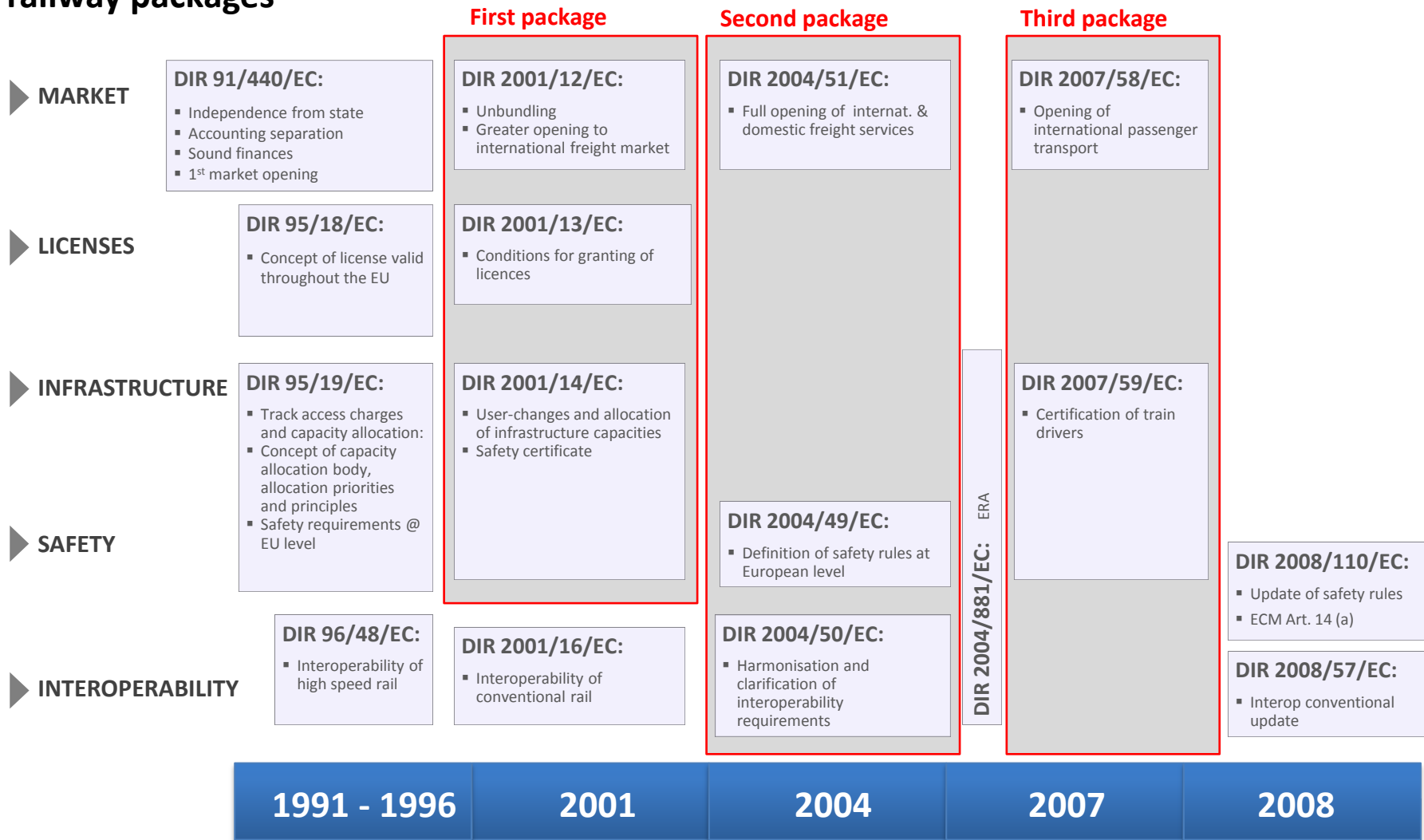
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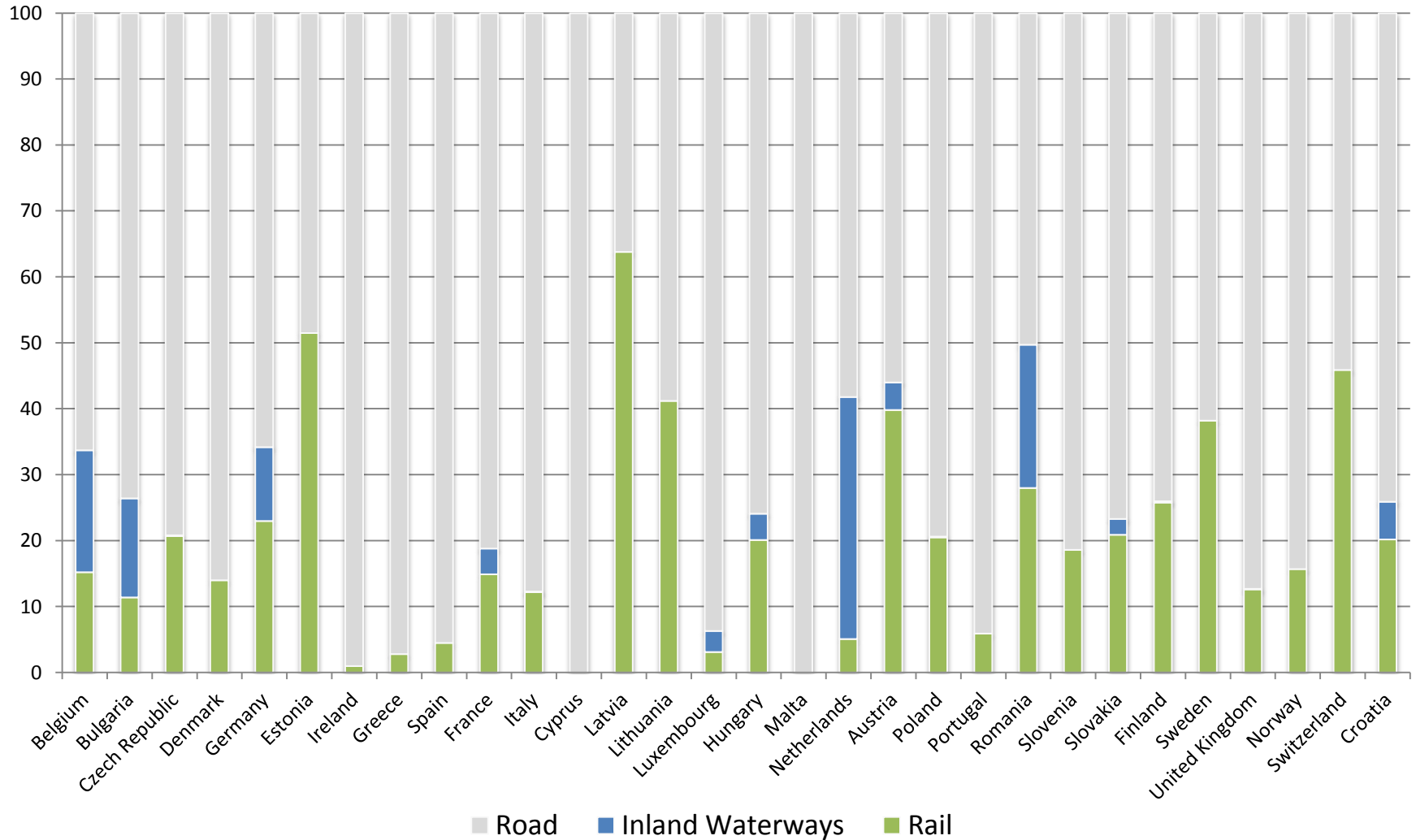
Conclusions

EU initiatives - Fostering competition

3 railway packages



Freight intermodal competition



EU initiatives - Liberalisation

Structural changes are not enough to foster performance, efficiency and competitiveness:

- Ensure infrastructure funding
- Ensure fair intramodal competition
- Ensure intermodal level playing field
- **Remove remaining technical and administrative barriers**
- **Reduce regulatory burden and barriers to entry**

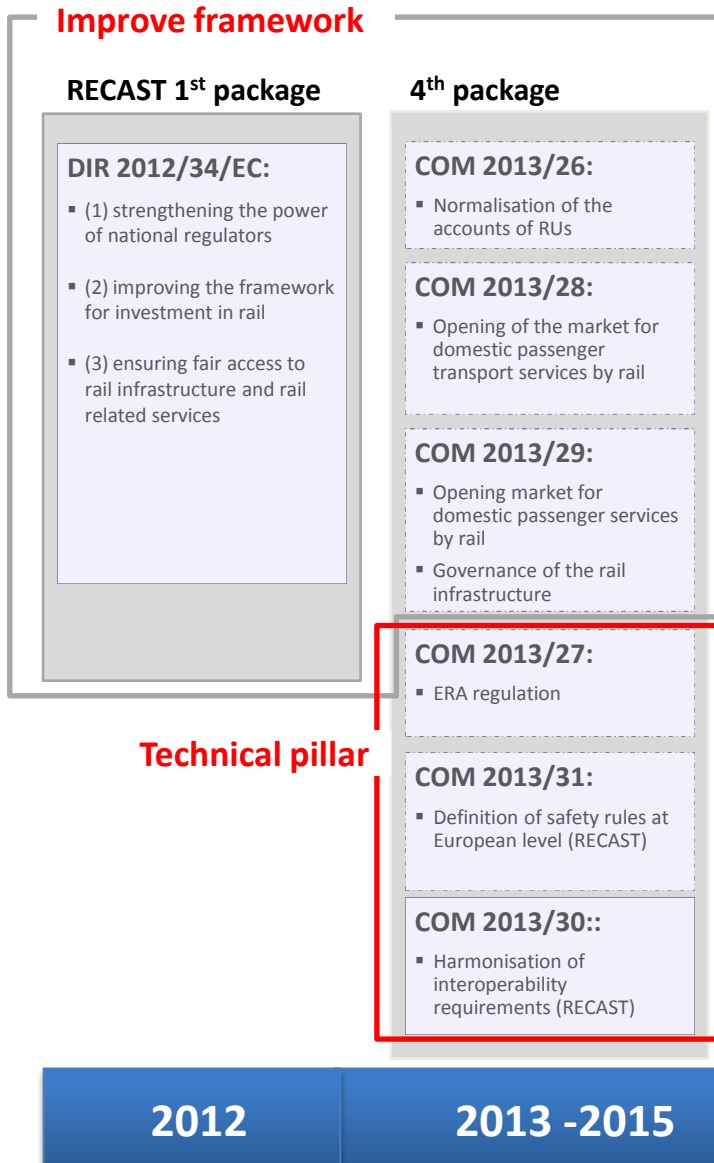


UIP welcomes and fully supports the 4th Railway Package and its objectives

EU initiatives – Towards Single Market

Last mile ?

- ▶ MARKET
- ▶ LICENSES
- ▶ INFRASTRUCTURE
- ▶ SAFETY
- ▶ INTEROPERABILITY



Infrastructure

- + **New TEN-T guidelines**
- + **Connecting Europe Facility**
- + **Freight corridors 913/2010/EC**
- **Intermodal level playing field ?**

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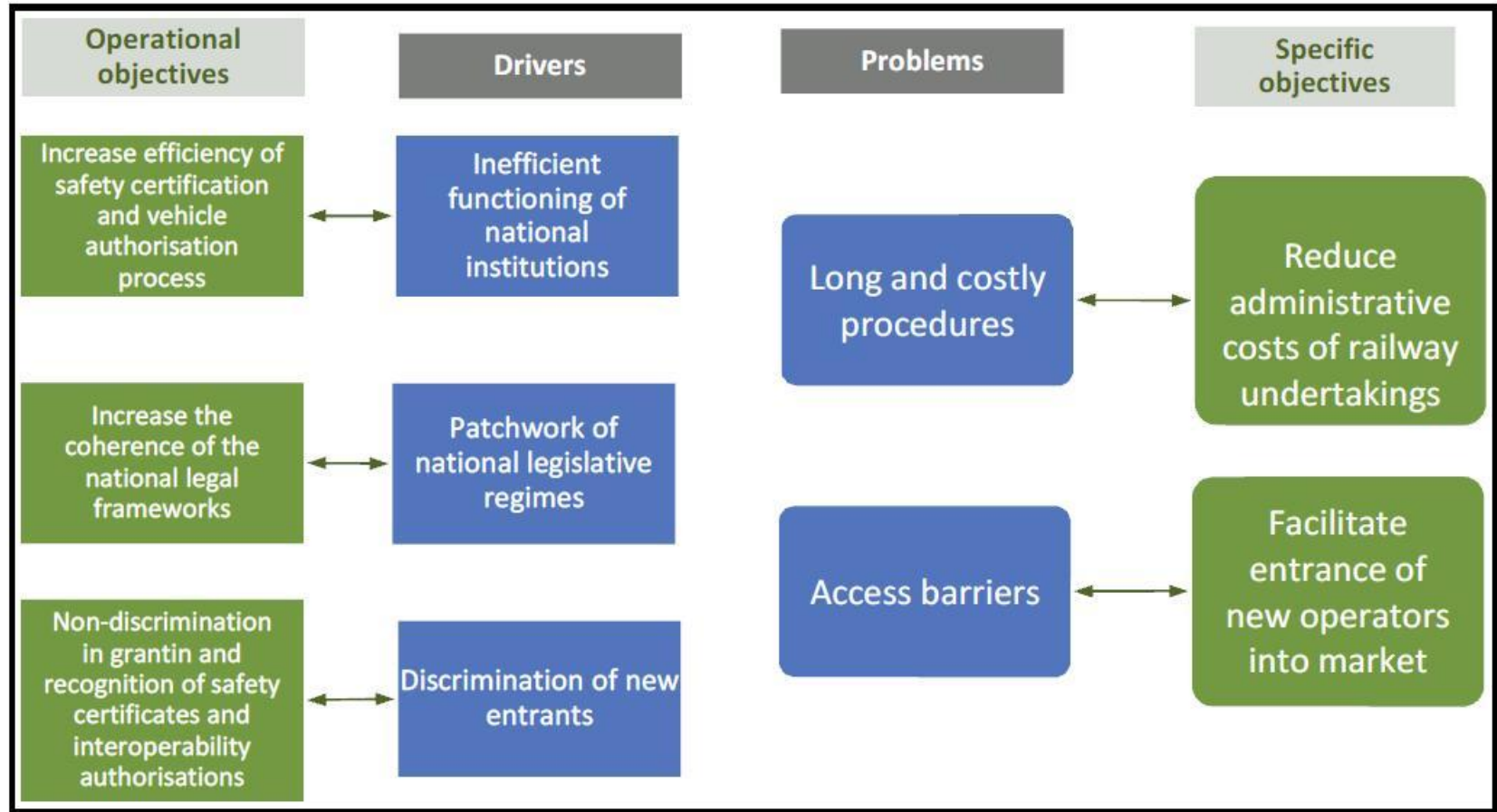
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Single European Railway Area - Importance of technical pillar



Source: EC Impact Assessment 4thRP_SWD2013/8 final

4th railway package – Expectations

ERA regulation

- ERA to ensure single, centrally administered processes with a single outcome
- ERA to become System Authority for Telematics & Registers

Safety Directive

- Establish clear responsibilities along the whole rail freight transport chain (in accordance with COTIF rules)
- Safety improvements should consider impact on rail competitiveness
- Avoid national safety measures in favour of European rules

Interop Directive

- Ensure Single Vehicle Authorisation
- Reduction of National Rules: migrating from national technical and safety rules to a system of EU rules

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4th railway package – Implications

More interoperability, “interoperable” Safety & strengthened role for ERA will provide:

Boost market access

- Schengen for rail vehicles and railways
- Same exams and same pass marks over Europe

Boost innovation

- Reduction of time to market and costs to market
- Reduction of risks when launching new products

Boost productivity

- Closer cooperation between all stakeholders
- Better use of resources

Conclusions

To become competitive rail freight needs

- Sufficient investment in rail infrastructure
- **More common standards managed by the European Railway Agency to reduce technical and administrative barriers to competition**
- Strong regulators with strong co-ordination between them to ensure that key principles are implemented fairly and consistently
- Fair market conditions between transport modes



AT LEAST

Thank you for your attention!

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