

ANNUAL REPORT 2020



ERFA



EUROPEAN RAIL FREIGHT ASSOCIATION

ERFA



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President's Foreword

The past year has been a year like no other. 2020 has been dominated by one single issue, the COVID-19 pandemic. The pandemic, which we continue to live with to this day, forced all of us to adapt to new realities. Rail freight has been no exception in this regard.

I am proud to say our industry has been an industry that has stood up and delivered when called upon. Rail freight played a critical role in ensuring that European supply chains continued to function when national borders closed. When cross border and international transportation came to a grinding halt, rail freight kept on moving.

This is not the achievement of individual companies or market segments, but of an entire industry. The COVID-19 pandemic has proven that a competitive and diverse rail freight sector can react in a dynamic and proactive manner. Rather than having single points of failure, a diverse and competitive landscape allows for agility to respond to crises. This is vindication of the liberalisation efforts of the past 20 years.

Credit must also go to the European Institutions who have acted quickly and decisively to support the rail freight industry. The continued ability of Member States to waive and reduce Track Access Charges remains the best way to support rail freight operators in a fair, transparent and non-discriminatory manner.

The pandemic has also shown that when rail freight has access to a good quantity and quality of capacity, it can provide an attractive service. During the height of the pandemic, the punctuality of international freight trains increased from roughly around 60% up to 80-90%. It is clear that issues related to low punctuality are not a systematic problem but rather a question of capacity management which must be addressed.

As we look the move beyond this pandemic, we remain aware we have bigger challenges ahead. The issues related to climate change have not gone away and remain the critical issue for the future prosperity of our societies. We must ensure that all actors of the rail freight sector play their role in bringing about cleaner and more sustainable supply chains.

The next years will be pivotal. I look forward to working together in order to ensure rail freight continues to step up to the mark and deliver when required.



A handwritten signature in blue ink that reads "Dirk Stahl". The signature is written in a cursive, flowing style.

Dirk Stahl
President

Secretary General's Foreword

2020 will rightly be remembered for the COVID-19 pandemic, but it also saw the unveiling of an ambitious new Sustainable and Smart Mobility Strategy by the European Commission. Rail freight is at the heart of the European Commission's strategy. The Commission has set out ambitious targets of growing rail freight volumes by 50% by 2030 and doubling them by 2050. In order to achieve these ambitious targets, we need to deliver on a number of critical policy issues.

Firstly, rail freight will only be able to reach these objectives if it has a good infrastructure network on which to operate. In this regard the upcoming revision of the TEN-T Regulation and Rail Freight Corridors Regulation will play an important role. These texts need to ensure that the development of key corridors according to the needs of rail freight operators are enshrined in EU legislation.

Secondly, we need to start looking at capacity management from an international perspective. More than half of rail freight moves internationally and the sector needs an approach to capacity management which reflects this reality.

Thirdly, we need clear guidelines regarding State Aid for railway undertakings. In order to be able to attract private investment, clear rules are required on when and where State Aid is admissible. State Aid has a constructive role to play, for instance in making rail freight a viable option to more end users, and we need to ensure that public money is used for the good of the entire industry rather than supporting individual operators.

Apart from the COVID-19 pandemic, 2020 therefore also unveiled the European Union's long term goals for the rail freight sector. It will be a challenge, but if the right legislative framework is put in place, there is no reason why rail freight cannot deliver on these objectives.

As an association we are committed to working together with all actors who share in our vision in how this challenge needs to be met.



A handwritten signature in blue ink, appearing to read 'Conor Feighan'.

Conor Feighan
Secretary General

About ERFA

ERFA today represents 27 members, active in the whole value chain of rail transportation operating across the European network.

The Association was established in Brussels in 2002 by a handful of new rail freight operators, intended to act as the voice of new entrants in supporting the European vision for a liberalised railway market.

All ERFA members share a commitment to work towards a non-discriminatory, competitive and innovative market within the Single European Railway Area by promoting attractive, fair and transparent market conditions for all rail enterprises.

ERFA aims to achieve the best conditions for a competitive rail freight sector. Creating a more business-friendly environment and with a strong focus on the customer is key to rail's development. Our mission is to promote rail freight transport as a first and viable choice for customers and to ensure full market opening of rail across all of Europe.

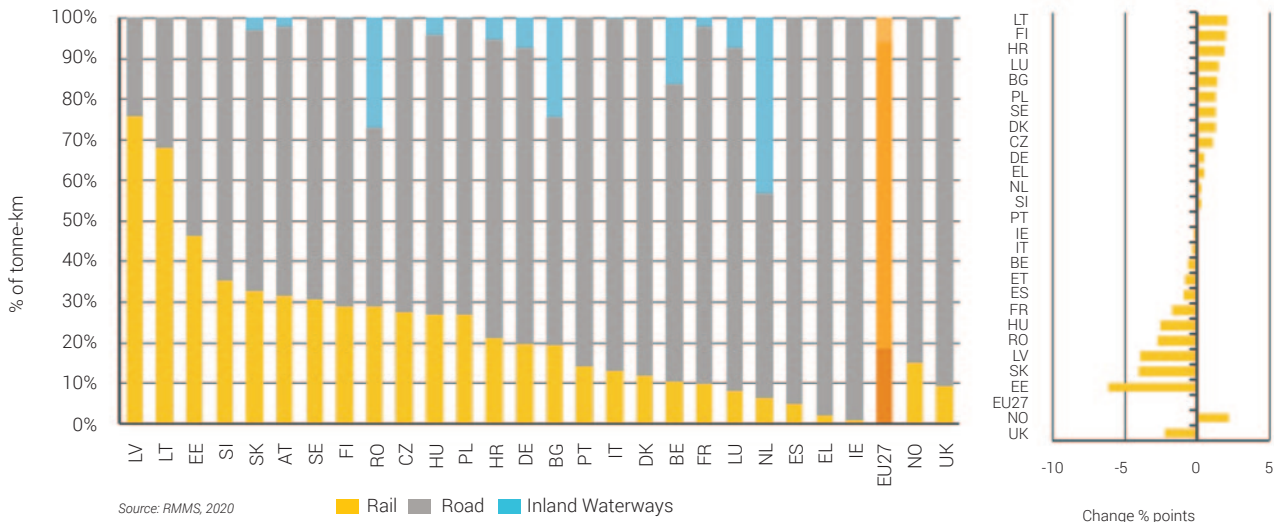
ERFA's objective is to represent the voice of private and independent rail freight companies in Europe. We support the EU decision-making process with a focus on policy and technical affairs. Our focus is on generating growth for demand in rail freight services and shifting more goods onto eco-friendly rail.



Private and Independent Railway Undertakings in Numbers

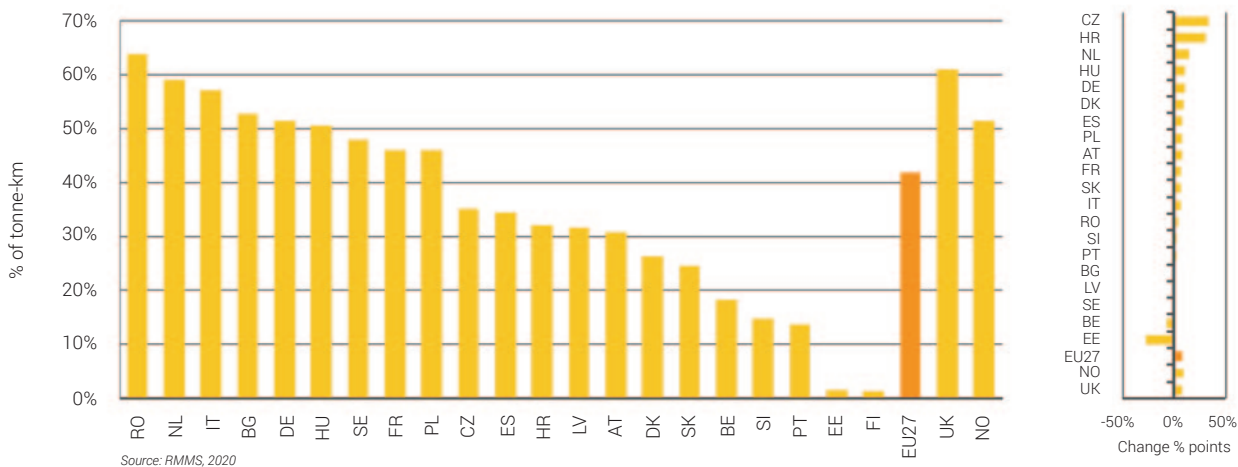
Rail Freight has 18.7% of modal share in land transport. Rail accounts for 2% of all transport emissions.

Modal split of freight land transport by country (% in 2018) and change in percentage points for rail (2015-2018)



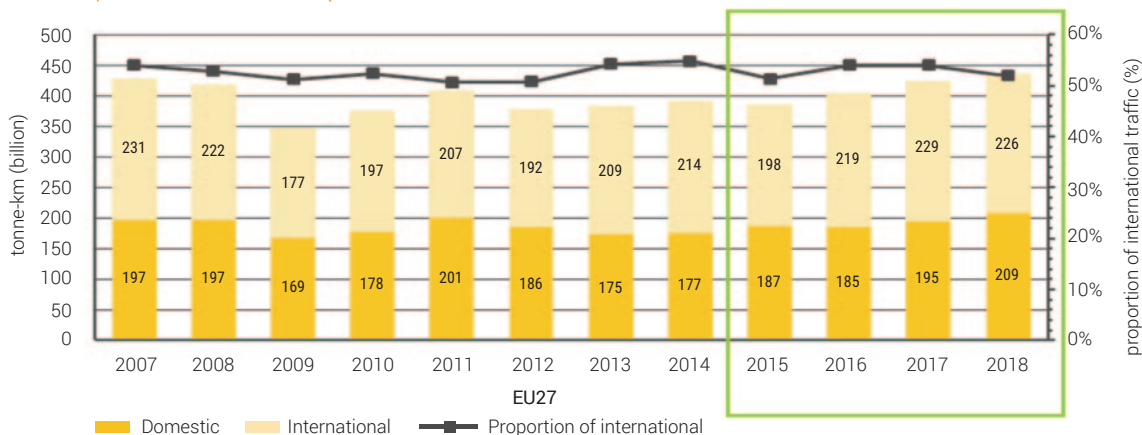
On the Rail Freight market, competitors have a market share of 42% compared to national incumbents in 2018. And it's growing!

Competitor's market share in the rail freight market per country (% in 2018) and change in percentage points (2015-2018)



More than half of Rail Freight is across borders, making the competitiveness of rail freight very sensitive to interoperability and operational difficulties between national networks.

Evolution of rail freight traffic volumes (domestic, international and proportion of international in total traffic) (billion tonne-km, 2007-2018)



EU Commission



IRG Rail





Board of Directors and ERFA Staff

ERFA BOARD OF DIRECTORS

President and Vice-President



President
Dirk Stahl
CEO
BLS Cargo



Vice-President
Maciej Gladyga
Office Director
IGTL

Directors



Peter Graham
Rail Strategy Manager
Freightliner Group



François Coart
Strategy Director
Europorte



Paul Hegge
Director Public Affairs &
Corporate Social Responsibility
Lineas



Irmtraut Tonndorf
Communications Director
Hupac



Markus Vaerst
Managing Director
CRE



Andreas Mandl
CEO
LTE logistics and transport



Bruno Silva
Executive Director
MEDWAY



Wolfgang Groß
Consultant
Netzwerk Europaeischer Eisenbahnen



Matthias Knüpling
Head of Business Development
VTG Rail Europe GmbH



Yuriy Maslikov
Director
Ost-West Logistik

ERFA STAFF



Secretary General
Conor Feighan



Policy and
Communications Officer
Sophia Krügel
Until April 2021

ERFA Members

ERFA today represents 27 members, active in the whole value chain of rail transportation operating across the European network.



Who we work with

Other organisations

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- 
- 

European institutions



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ERFA'S MAIN OBJECTIVES

1

REMOVE REMAINING
MARKET ACCESS
BARRIERS

2

IMPROVE THE QUALITY
AND PERFORMANCE
OF RAIL SERVICES

3

REDUCE THE COST
OF RAIL

4

CREATE A LEVEL
PLAYING FIELD
BETWEEN ROAD
AND RAIL

1

Remove remaining market access barriers

- **Vehicle legal obligations and authorisation** – In the long-term, harmonisation of authorisations and legal obligations for vehicles would be welcome. The existence of divergent rules within various national legal systems for vehicle authorisation creates significant market access barriers.

However, the initial investment required by railway undertakings is significant and consideration has to be given to how the industry can be supported in the transition from existing national authorisations to European authorisations. This process should be as seamless as possible.

- **Language requirements** – The various language requirements place a significant burden and introduce additional costs on operating freight trains across borders. These requirements make rail freight less competitive than other modes of freight transportation which do not have such language requirements.

It is crucial for the development of rail freight that a European standard for communication across the entire network is agreed upon. This should ensure that a driver can drive in all EU member states once the driver complies with this European standard.

- **Implementation of the Fourth Railway Package** – Full implementation of the Fourth Railway Package is crucial to finally remove existing market access barriers. This must include total independence of infrastructure managers.

2

Improve the quality and performance of rail services

- **International Timetabling** – For rail freight to be able to provide an internationally competitive offer, it needs an international timetabling system. Existing national timetabling can lead to non-optimal capacity allocation for both railway undertakings and infrastructure managers.

Ongoing industry initiatives on the development of an international timetable should continue to be supported.

- **Temporary Capacity Restrictions** – When works are required on networks, it is crucial that there is a strong level of coordination between infrastructure managers so as to ensure these works are coordinated at an international level.

There needs to be a strong focus on ensuring not only that works are coordinated across Member States, but also that freight can continue to flow. This may require coordination by agreeing alternative routes in the case of temporary capacity restrictions.

- **Rail Freight Corridors** – The Rail Freight Corridors Regulation needs to be revised and strengthened so as to ensure that the rail freight corridors meet the needs of the rail freight industry.

Crucially, the Regulation needs to ensure that rail freight has a sufficient quantity and quality of capacity along corridors, that rail freight has pre-defined rights along corridors and that all corridors have common standards (P400 compatible, 750 meters, etc.).



3

Reduce the cost of rail

- **ERTMS/ETCS** – The deployment and development of infrastructure should be included in upcoming CEF calls. These calls should also include deployment of ERTMS as well as ETCS systems within trains.

The deployment of ETCS is a significant financial burden for operators. One that may lead to increased costs for rail freight and adding to the uneven playing field. Financing for ETCS is crucial.

- **Track access charges** – Infrastructure managers need to ensure that track access charges allow railway undertakings to be competitive with other modes of transport. High track access charges have the potential to lead to less rail freight and subsequently less revenue received through charges.
- **Digital Automated Coupling** – Coupling and decoupling is a timely and costly process. For Digital Couplers to be beneficial for all Railway Undertakings, they have to be rolled out throughout the EU in a coordinated and harmonised way. ERFA is represented in the EU DAC Delivery Programme that currently works on a sound migration plan that includes the interests private and incumbent Railway Undertakings throughout the EU. Suitable financing mechanisms are essential.



4

Create a level playing field between road and rail

- **Green Deal** – The European sector of railway undertakings calls for an ambitious Green Deal to implement the 'user pays' and 'polluter pays' principles. Rail freight as a competitor to road transport would therefore benefit from a resubmitted, strong Eurovignette Directive.

The EU's transport emissions have increased by 28% since 1990. Increasing the market share of rail freight transport from 17% today to 30% in 2030 (as suggested by the Rail Freight Forward Initiative), more comprehensive road charging and ending subsidies on aviation would support the EU's endeavours to reach the Paris Agreement's climate goals.

- **State Aid Guidelines** – The State Aid Guidelines for Railway Undertakings should be revised to provide a clear legal framework for the sector on when and where state support is possible. The rail freight sector is a competitive sector and it is imperative that the State Aid Guidelines for Railway Undertakings make clear that companies active in the sector cannot receive operational aid, either directly or through cross-subsidisation, which has the potential to distort the market.

The revised Guidelines should also look to ensure that State Aid that is of common good to the sector continues to be permitted. The aid should focus on infrastructure use, aid reducing external costs and interoperability aid.



ERFA





Highlights 2020

15 JANUARY

ERFA Strategy workshop

ERFA members developed a mapping of the priorities for the period 2020-2024. The working group identified the revision of the Rail Freight Corridors Regulation, the revision of State Aid Guidelines for Railway Undertakings, Temporary Capacity Restrictions and Implementation of existing legislation as key areas where ERFA should be active.



27-30 JANUARY

ERFA Lithuania Visit

The ERFA Secretary General, Conor Feighan and the ERFA Board Member Mr. Yuriy Maslikov, along with ERFA's Lithuanian member, Gargzdu Gelezinkelis, carried out a visit to Lithuania to push for greater liberalisation of the Lithuanian rail freight market. ERFA met with LVK (Lithuanian Business Confederation), the Lithuanian Infrastructure Manager, the Lithuanian Regulatory Authority and Vice-Minister for Transport, Mr. Gytis Mažeika.



15 JAN

27-30 JAN

4 MARCH

“Championing European Railways” in the EU Parliament

The Finnish Member of the EU Parliament Henna Virkkunen (EPP) invited ERFA president Dirk Stahl and the Secretariat to a dinner debate in the EU Parliament to discuss the topic: “Championing Europe’s Rail Industry: What Strategic Priorities and Outcomes for the Next 5 Years?”



28 FEBRUARY

Lineas became newest member of ERFA

Lineas is a solid example of the dynamic which private players are bringing to the transport sector. ERFA believes that Lineas, in cooperation with other ERFA members, will have a key role to play in the creation of a truly liberalized and competitive European Rail Freight market.

4 MARCH

Rail Freight Forward Workshop

Rail Freight Forward is a coalition of European rail freight companies that are committed to drastically reduce the negative impact of freight transport on the planet and mobility, through innovation and a more intelligent transport mix. ERFA is a member of Rail Freight Forward since 2018.

19 MARCH

Temporary State Aid Framework

In the context of the ongoing pandemic the EU Commission published State Aid Guidelines that facilitated support measures for the economy. The guidelines were updated throughout the year.

23 MARCH

Communication on Green Lanes

In the context of the COVID-19 pandemic, the EU Commission published important guidelines for border management that ensured the availability of goods and services. The Guidelines were updated on 30 October.

28 FEB

4 MAR

19 MAR

23 MAR

28 APRIL

High Level Freight Conference

The ERFA Secretariat participated in the High-Level Freight Conference between rail freight CEO's and Elisabeth Werner (Director of Land Transport - DG MOVE) and Carlo Borghini (Executive Director – Shift2Rail). The discussions focused on the successor to Shift2Rail and the need to create a stronger role for freight.

15 SEPTEMBER

ERFA General Assembly and Annual Event Beyond COVID-19 – Priorities for Rail Freight

16 JUNE

Implementation of the Technical Pillar of the 4th Railway Package

5 APRIL

New rail freight coalition

Karima Delli, the chairwoman of the 'transport and tourism' committee of the European Parliament, together with the executive Director of the European Union Agency for Railways and the CEOs of the European rail freight transport companies' members of the Rail Freight Forward Initiative, decided to set up a new coalition of rail freight.

28 APRIL

#NextGenerationEU

Karima Delli, the chairwoman of the 'transport and tourism' committee of the European Parliament, together with the executive Director of the European Union Agency for Railways and the CEOs of the European rail freight transport companies' members of the Rail Freight Forward Initiative, decided to set up a new coalition of rail freight.

16 JUNE

Kick-off Meeting of the EU DAC Delivery Programme

ERFA is represented in the EU DAC Delivery Programme under Shift2Rail and looking forward to contribute to a sound migration plan for the European Union.

19 JUNE

Regulation authorising Member States to reduce or waive Track Access Charges

The Proposal of a Regulation is a direct success of the intensive dialogue between the EU Commission, ERFA and all European Railway Associations. It was successfully voted in October.

05.05.2020

28.05.2020

16.06.2020

19.06.2020

15.09.2020

19 NOVEMBER

Parliament Hearing - Developments in EU Rail Freight Sector

Mr. Marian-Jean Marinescu MEP (EPP-Romania) hosted a European Parliament Transport and Tourism Committee hearing on developments in the EU Rail Freight Sector to which key industry representatives, including ERFA, were invited to participate. Mr. Maciej Gladyga, ERFA Vice-President, stressed the need for an ambitious approach to the revision of the Rail Freight Corridors and TEN-T Regulations. MEPs were informed that it is essential that rail freight is given clear rights at an international level when operating along the rail freight corridors.

10 DECEMBER

Rail Freight Day

The Rail Freight Days are organised by the EU Commission and RailNetEurope. ERFA members were represented in Session 1 "The unfulfilled Need for Capacity of Good Quantity and Quality" by Konstantin Skorik (Freightliner Poland) and in Session 2 "Delivering Capacity and Efficiency – The role of Digital Solutions" by Bruno Silva (Medway) and Geert Pauwels (Lineas). ERFA was able to demonstrate to the EU Commission and various stakeholders the need of a dynamic real-time approach to capacity management, taking account of rail freight needs; cooperation between Infrastructure Managers and simplified rules for cross border train drivers.

9 DECEMBER

Sustainable and Smart Mobility Strategy

The EU Commission laid out the action plan in the area of transport for the upcoming years.

17 DECEMBER

Adoption of the EU budget 2021- 2027

23 DECEMBER

The EU decided to declare 2021 as the European Year of Rail

18 DECEMBER

Captrain Italia joins ERFA

Founded in 1998, Captrain Italia is the second largest operator in the Italian rail freight market with 10% of total market share. With a fleet of 70 locomotives, Captrain Italia is in a strong position to further grow its market share.

19.11.2020

9.12.2020

10.12.2020

17.12.2020

18.12.2020

23.12.2020

ERFA Annual Event and General Assembly, 15 September

Due to the COVID pandemic this years' annual event had to take place online. More than 100 participants engaged in fruitful discussions with representatives from industry and policy makers which made the event a tremendous success.

ERFA President, Dirk Stahl, introduced the Webinar by presenting the current challenges for Rail Freight and pointing out that especially small and independent RU's face financial difficulties, putting the objective 30by2030 and thus the Green Deal at risk. Elisabeth Werner, Director for Land Transport at DG MOVE, expressed her support for rail freight. Adequate funding and better international coordination have to be a priority for the upcoming legislative initiatives.

During the panel discussion, Michail Stahlhut, HUPAC, and Geert Pauwels, Lineas, agreed that the performance of all operators was outstanding during the crisis, but have been disappointed by state aid measures that seem to address incumbent companies only. Barbara Thaler, Member of the European Parliament, promotes over all harmonization and levelling national rules, like language requirements to make rail freight thrive. According to Maurizio Castelletti, European Commission, rail freight has first and foremost to improve reliability and punctuality.

All panellists agreed that independent operators should benefit from the same support measures as incumbent operators. The recent proposal on track access charges is cited as a good example. They also requested reserved capacity for freight on the corridors. Panellists also considered capacity increases through technical innovations, like longer trains and digital solutions necessary. Sören Nübel, Representation of Germany to the EU, concluded by stating that the current German Council Presidency will focus on Sustainable Transport Solutions.

During the General Assembly, the new board was presented to all members:

- **Dirk Stahl** (BLS Cargo) President
- **Maciej Gladyga** (IGTL) Vice-President
- **François Coart** (Europorte)
- **Peter Graham** (Freightliner)
- **Wolfgang Groß** (NEE)
- **Paul Hegge** (Lineas)
- **Matthias Knüpling** (VTG)
- **Andreas Mandl** (LTE)
- **Yuriy Maslikov** (Ost-West Logistik)
- **Bruno Silva** (Medway)
- **Irmtraut Tonndorf** (Hupac)
- **Markus Vaerst** (CRE)



Furthermore, the ERFA priorities were presented. ERFA has been very active during the COVID pandemic and was able to take a leading role in the discussion on the proposal for a regulation to waive or reduce TAC. The influence of the association has grown significantly and ERFA has been recognized as a reliable partner among stakeholders and EU institutions. Upcoming ERFA activities will focus on the Revision of the Rail Freight Corridors Regulation, State Aid Guidelines, Temporary Capacity Restrictions (TCRs) and support measures during and after the COVID19 pandemic.



COVID 19

ERFA engaged in an intensive dialogue with all political levels throughout the pandemic

In March the ongoing pandemic of COVID-19 has led to critical bottlenecks at the EU internal borders. ERFA has been issuing daily updates on the situation at the borders to its membership considering that the sharing of information was of utmost importance in that situation.

On 17 March, ERFA addressed a letter to Elisabeth Werner, Director for Land Transport at the Directorate General for Transport of the EU Commission. ERFA urged the Commission to act and to keep essential transport flows moving. ERFA recommended this be achieved by ensuring that Rail Freight Corridors act as a network to guarantee European supply chains, Train Drivers and other important staff must be recognized as Strategic Professions and ongoing construction works must not be delayed or stopped due to COVID-19.

On 30 March, ERFA President Dirk Stahl (BLS Cargo), ERFA Vice President Maciej Gladya (IGTL) and ERFA Secretary General Conor Feighan held a **telephone conference** with the EU Commissioner for Transport, Adina Valean. ERFA recommended that the best way to support the industry in an impartial and fair way is to waive Track Access Charges (TACs) and Energy Charges for 2020, no fees for short-notice path cancellations for 2020 and ensure existing capacity remains open.

The **ad hoc plenary of the RU Dialogue** on 9 July discussed the impact of the COVID pandemic on rail transport. The UIC economic model shows that Rail Freight will need to wait until 2021 to see its 2019 revenues restored. According to the RFF presentation Rail Freight suffered from a 17% average loss (EUR 700 Million) in the period from March to May. Participants agree that the good performance Rail Freight during the pandemic should translate in upcoming legislative proposals like the reduction of Track Access charges or the Rail Freight Corridors.



ERFA supports the important relief measures taken by the EU institutions

On 16 March, the EU Commission published the **Guidelines for border management and on 23 March, the Communication on the implementation of Green Lanes**. The communication is a direct result of concerns raised by ERFA and other associations. There should not be more than 15 minutes delays at borders, transport workers should as essential workers be exempted from quarantine and testing obligations. Performance monitoring of the rail freight corridors showed that during the initial phase of the lockdowns the punctuality of rail freight services increased significantly due to a sharp fall in rail passenger traffic: delay minutes reported decreased by one third to half.

On 19 March, the EU Commission has adopted the **State Aid Temporary Framework** to support the EU economy in the context of the coronavirus outbreak. It has been continuously updated and clarified. The framework enables Member States to provide recapitalisations to companies in need, provide loans, and defined the conditions under which Member States are authorised to grant support while ensuring sufficient safeguards to limit the distortion of competition in the EU Internal Market.

On 19 June, the EU Commission published a legislative proposal that would allow Member States and Infrastructure Managers to **waive or reduce Track Access Charges** as well as reservation charges. The proposal has been adopted on 12 October by the EU Parliament and the Council. ERFA has asked for a reduction of Track Access Charges since the beginning of the pandemic. The association was thus able to position itself as a valuable interlocuter for the EU institutions in that matter. This temporary derogation will apply retroactively from 1 March 2020 until 31 December 2020, and can be extended. ERFA published several press releases supporting the proposal as we believe that these are appropriate and necessary measures providing support to the rail freight sector in an open, non-discriminatory and transparent manner.

The way forward must be fair, transparent and non-discriminatory

On 27 May, Ursula von der Leyen presented the **EU Commission's Recovery Plan** in the EU Parliament's Plenary Session. The question of how best to support rail freight in a fair, transparent and non-discriminatory manner remains one of the most pressing issues facing the sector. The average percentage of new entrants increased from 40% in 2016 to 44% in 2018. This growth is fragile however given that new entrants require legal certainty. In light of this, and taking into consideration the continuing COVID-19 Pandemic, ERFA calls for Non-Discriminatory Support Measures, as well as continued monitoring and updating of State Aid Temporary Framework.

Policy makers also ensure that **lessons are learnt** from this crisis regarding the key success factors for rail freight – namely good quality and quantity of capacity for freight. During the lockdown, punctuality of international freight trains has increased from around 60% up to 80-90%. Due to drastically reduced passenger traffic, capacity on the European railway network could be freed up. If these rates can be sustained, rail freight will be in a position to offer increasingly more attractive services to shippers.



Press Releases



Find all our press releases on:
www.erfarail.eu/news-events/press-releases



JOIN US!

ERFA



ERFA represents the interests of private and independent rail freight companies active throughout the European Union. ERFA aims to achieve the best conditions for a competitive railway sector. Creating a more business-friendly environment and customer-orientation is key to rail's development. Our mission is to promote rail transport as a first and viable choice for customers and to ensure full market opening of rail freight across all of Europe.

ERFA's objective is to represent the voice of private and independent rail freight companies in Europe. We support the EU decision-making process with a focus on policy and technical affairs. Our focus is on generating growth for demand in rail services and shifting more goods onto eco-friendly rail.

ERFA MEMBERSHIP BENEFITS:

A strong voice
for fair competition
on the European Rail
Freight market

Insight and
in-depth analysis
of the European
legislative landscape
affecting your daily
business

Access to multiple
working groups
shaping the railway
system of tomorrow

Exchange
with likeminded
rail freight companies
striving for a competitive
rail freight market
in Europe

Working together
to promote the specific
interests of private and
independent rail freight
companies

ERFA membership is open to all private and independent operators, regardless of size or business activity. ERFA membership is open to both individual companies and/or national and regional associations.

ERFA Strategy in a nutshell

BASIC OBJECTIVES

We aim at solid financials based on satisfaction and involvement of members

OFFER FOR MEMBERS AND STAKEHOLDERS

We actively support the political processes aimed at railway liberalization

We contribute to the technical and administrative development of railways

OUR OPERATIONAL FOCUS

We follow political dossiers which are crucial for rail market opening

We cover technical dossiers which are cost- and discrimination-sensitive

OUR FUTURE CHALLENGES

We are a strong voice for a full market opening and promoting a competitive rail freight sector

We want to achieve adequate framework conditions for a competitive railway sector

We seek opportunities in the field of EU funding

We help our members to represent their interest in Brussels' politics

We manage relationships with internal and external stakeholders efficiently

We assure strong visibility to our positions

We want to acquire new members in order to strengthen our position

ERFA

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A freight train with orange and blue containers on tracks under a dramatic sky. The train is moving along a curved track, and the sky is filled with large, white clouds. The train consists of several flatcars loaded with intermodal containers in various colors, including orange, white, and blue. The locomotive is orange and yellow. The tracks are made of wooden sleepers and metal rails, and there is some grass and weeds growing between the tracks.

ERFA,
THE VOICE OF THE INDEPENDENTS
ON THE RAIL FREIGHT MARKET.