



# Annual IRG-Rail Forum

The Hague, Netherlands

**Julia Lamb, ERFA Secretary General**





# OUR MEMBERS



# ERFA PRIORITY: the growth of rail freight



- ✓ Improving rail transport quality **is essential** to **increase** the demand and to create a level playing field between rail and road.
- ✓ It is necessary to create the **right conditions** to be **THE CHOICE** of customers.

It is responsible for: **air pollution, traffic congestion, incidents.**



It is the **greenest** mode of transport and the only one which could help to meet the EU **White Paper's** targets

**QUALITY** is one the main drivers of customers' choices

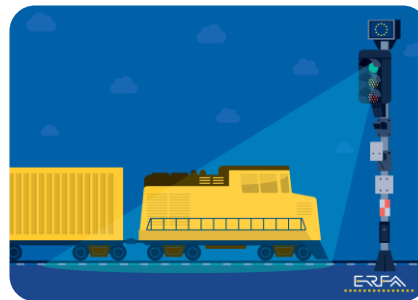
Therefore to be **THE CHOICE** we need to improve the quality of rail transport



# ERFA'S MAIN OBJECTIVES



**Create a level  
playing field rail  
vs road**



**Remove  
remaining market  
access barriers**

**Reduce the cost  
of rail**



**Improve the  
quality and  
performance of  
rail services**

# Simplification of language requirements

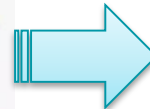
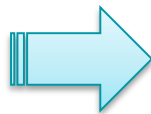
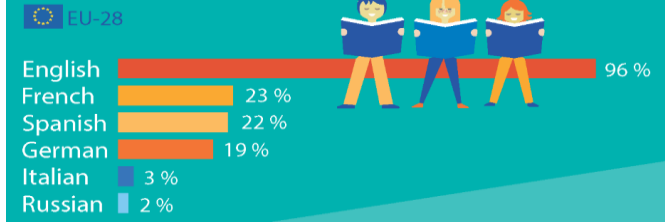


ERFA believes that a **single operational language** is a necessary step towards an **integrated Single European Railway Area**

**+** FLEXIBILITY  
**-** COSTS



Which are the most studied foreign languages?  
(% of students in general upper secondary education)



**LET'S START WITH THE PILOTS ASAP!**

# TRACK ACCESS CHARGES

IM does not keep its costs under control, which increases charges pass on to RUs

Not in line with

Directive 2012/34/EU  
Article 30, paragraph 1



- Important principle, but **limited understanding** of how to apply it
- Experience from members that charging **reviews usually result in access charges increasing**. Currently **limited incentive to reduce level** of access charges.

# Improving infrastructure management



Every time there has been a disruption, the rail sector has showed its weakness.

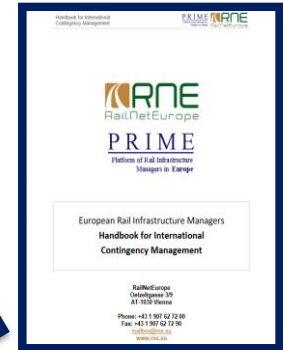
## Planned disruption



## Unplanned disruption



An effective organisation and coordination of planned line closures/restrictions at European level is extremely important for better management when there are unplanned and/or planned disturbances.



**Good but...  
THE SECTOR NEEDS TO DO MORE**

## COMPLIANCE WITH NEW EU RULES



We expect MS to consider ways to incentivise IMs to reduce costs of providing infrastructure and the level of access charges (Directive 2012/34/EU Article 30, paragraph 1)

- Important principle, but limited understanding of how to apply it
- Experience from members that charging reviews usually result in access charges increasing. Currently limited incentive to reduce level of access charges.



Which possible actions do you consider most important in order to improve rail freight?

What does your organisation do to accomplish this goal?

# What role do you foresee for the RBs?

RBs should be one of the progressive voices supporting rail's modernisation + modal shift



**WE ARE HOME TO NEW ENTRANTS OF INDEPENDENT  
COMPANIES OPERATING ACROSS THE WHOLE  
VALUE CHAIN OF THE RAIL FREIGHT SECTOR.**

**THANK YOU**

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