

Press Release – Triologue Agreement on TEN-T must reflect Rail Freight Growth Targets

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The European Union has established a target of growing rail freight by 50% by 2030 and doubling volumes by 2050. To double volumes by 2050, it will be essential that a long-term and ambitious infrastructure development strategy is agreed upon during the TEN-T triologue negotiations between the European Commission, European Parliament and European Council. ERFA, representing private and independent rail freight companies, has established a position outlining the key deliverables which should be secured.

Firstly, infrastructure parameters must be clear and deployment plans must provide certainty. The European Union should strive for allowing minimum train runs of 740 meters along corridors without exception. The introduction of any exceptions will impact upon the ability of longer trains to operate freely throughout the European Union.

Secondly, the number of freight trains which can run on a corridor per hour should be linked to the growth targets set out for rail freight in the European Sustainable and Smart Mobility Strategy. The role of the TEN-T Regulation is not to define in detail how this should be achieved, but rather to ensure the infrastructure is developed to allow for such traffic.

Thirdly, there is a need to accept that the current ERTMS deployment strategy, both onboard and trackside, is not proceeding as planned. A new approach is required which ensures a synchronized strategy towards trackside and onboard ERTMS deployment.

ERFA President, Dirk Stahl, stated, “the revised TEN-T Regulation will define how infrastructure is developed for coming 10-20 years. If we are to put rail freight in a position to achieve the targets set out in the Sustainable and Smart Mobility Strategy, it is important that we are already putting in place the infrastructure development plans to achieve this”.

ERFA Secretary General, Conor Feighan, concluded, “*The TEN-T Regulation is a large text and it is understandable there will be various priorities during negotiations. The need for standardized and ambitious infrastructure development for rail freight is clear though. The TEN-T revision will play a particularly important role in the longer-term growth targets for rail freight.*”

The ERFA position can be accessed [here](#).