



In preparation for the Fourth Railway Package

The voice of European Road-rail Combined Transport, UIRR, issued a position paper¹ summarising the expectations of CT Operators from this rail legislative proposal of the European Commission.

UIRR offers its positions on four prominent topics: structural separation, reinforcement of the European Railway Agency, a European Rail Regulatory Body and measures to enhance rail service quality.

1) Understanding that the European Commission might not choose the most simple and elegant legal solution for dealing with the problems that are embodied by integrated incumbent (state owned) railway holdings, UIRR has developed six measures, which if legislated could prove a **“second best” solution** to full structural separation.

2) UIRR is **in favour of reinforcing the European Railway Agency** through the extension of its mandate to enable it to function as a fully fledged European level entity for rail safety and interoperability to accelerate the emergence of the Single European Rail Area.

3) UIRR presents its reasons and proposed mission for a **European rail regulatory body**, to further enhance the collaboration of national regulators, as well as to lead the implementation of European rail legislation.

4) UIRR puts forward four proposals, which – by complementing the other measures of the Package– would further **enhance the quality of (border crossing) rail freight services in Europe**: (i) creation of a European level rail network manager, (ii) rules to enable the discrimination free access to every publicly

financed transshipment terminal, (iii) a mechanism to better use the rail infrastructure asset inventory to direct public attention to the actual degradation of rail line(s), and (iv) transparency requirements to complement the IM’s performance regimes.



Martin Burkhardt

UIRR Director General, Mr Martin Burkhardt said: *“UIRR, its members being confronted daily by the stagnating quality performance of freight railway subcontractors of Combined Transport, would like to encourage the European Commission to make rail freight quality improvements a declared aim of the Fourth Railway Package. UIRR is confident that it is still in time to decide such a positive scope extension to this turn of European rail legislation.”*

Combined Transport trains made up over a third of European rail freight tonne-kilometres in 2011, while 80% of these trains ran on a cross-border relation. Consequently, CT Operators were responsible for more than half of the border crossing European rail freight performance in the past year. UIRR members are key buyers of long distance rail freight services in Europe, and as such are very much interested in the emergence of the Single European Rail Area that the European Commission envisions.

The 6% annual growth realised by UIRR’s Combined Transport Operators in 2011 was in stark contrast with performance of other rail freight production systems. Combined Transport is the most economically and ecologically sustainable system for the transporting of single-loads over long(er) distances, thereby it lends itself as the primary means to facilitate the European Commission’s modal shift aims.

Who is UIRR? - Founded in 1970, the **International Union of Combined Road-Rail Transport Companies (UIRR)** represents the interests of European road-rail Combined Transport Operators. Road-Rail Combined Transport (CT) is a system of freight forwarding which is based upon inserting economically and ecologically sustainable electric rail into long-distance (road) transport-chains through the use of intermodal loading units (ILU).

¹ The complete position paper can be downloaded from here: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2012/mediacentre/531-position-paper-on-the-fourth-railway-package.html>