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European Rail  
Infrastructure Managers



## European rail infrastructure companies are ready to play their part in a future rail-oriented transport policy

### Stable financing agreements with basis for competitive rail sector

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Rail infrastructure needs a predictable financial framework in order to provide the basis for a sustainable transport system in Europe. At their third European summit organised by CER and EIM on 16 May in Vienna, representatives of 30 rail infrastructure organisations discussed how the rail networks can be enabled to accommodate the growing demand for rail transport. At the invitation of ÖBB Infrastruktur and in presence of ERTMS Coordinator Karel Vinck and Jonathan Scheele, Head of Unit at the European Commission responsible for TEN projects, the CEOs exchanged best-practice examples and discussed necessary measures for tackling the challenges ahead.

The European infrastructure companies all face a similar situation; they need to increase capacity and improve reliability, i.e. improve quality of the transport services offered by the railways. The customers will benefit from these efforts through both reduced transport time and cost-savings.

For the necessary measures, rail infrastructure managers need clear and reliable financing commitments from the public authorities. The CEOs underlined the crucial importance of multi-annual contracts between the state and the infrastructure managers. They also made it clear that the level of infrastructure charges to be paid by the railway operators - with its direct influence e.g. on the competitiveness of rail freight transport compared to road transport - depends on reliable investment guarantees by the state. Many companies, particularly in Central and Eastern Europe, do not have any sort of commitment for future investments.

The CEOs of the companies along the corridor Rotterdam - Genoa, one of the most important freight lines in Europe, illustrated the potential of a coordinated and comprehensive approach. On this corridor, freight transport is expected to double by 2015. The required measures to accommodate this growth include major infrastructure projects such as the Betuwe line in the Netherlands, the Lötschberg tunnel in Switzerland, and the implementation of the European signalling system ERTMS along the whole corridor.

**Michael Robson**, Secretary General of the European Rail Infrastructure Managers (EIM) said: "A close cooperation between all the European infrastructure companies is as necessary as providing financial stability. Corridor A, developed by ProRail, DB Netz, SBB, BLS and RFI is an excellent example of this."

**Jan Komarek**, CER Vice-Chairman and Director General of Czech infrastructure company SŽDC: "The governments in Central and Eastern Europe should not leave their infrastructure managers alone, but provide them with the means to improve their networks and thus help the railways to win back market shares from the road transport."

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