



The Voice
of European
Railways

European Rail
Infrastructure Managers



Mr Siim Kallas
Vice-President of the European Commission
European Commission
B-1049 Brussels
Belgium

Brussels, 11 February 2010

Dear Mr. Vice-President,

On behalf of the European railway sector, please accept our sincere congratulations upon your appointment as Vice-President of the European Commission responsible for Transport, following your convincing performance in your hearing before the European Parliament. We look forward to working closely with you in the coming years, and to continue the strong relationships we have had with your predecessors, Mr Barrot and Mr Tajani.

Over the last few years, the European rail sector, represented in Brussels by CER, EIM, and UNIFE, has been working closely together with the European Commission on a number of initiatives to revitalise the European rail market, and to promote the competitiveness of rail transport as one of the most environmentally-friendly modes of transport. In this context, we would like to draw your attention to a number of key dossiers that will cross your desk in the coming months:

- We share the view expressed both by you and by Commission President Barroso that the transport sector should be decarbonised through a combination of measures including the development or better use of infrastructure, modal shift from road and air to rail, the introduction of new technology, better use of existing sustainable technologies, and by creating a level playing field through the internalisation of external costs of all modes of transport.
- The First Railway Package was designed to liberalise international rail freight, to establish a transparent regulatory regime for the allocation of capacity and charging for access to rail infrastructure across the EU, to ensure adequate financing of rail infrastructure, and to create a framework for the licensing of train operators in each Member State. The package thus forms the legal framework for the rail sector in Europe today, being the basis for the introduction of competition, the independence of Infrastructure Managers, the adequate financing of railway infrastructure and the opening up of the market. All of this should lead to better rail transport which will create long-term benefits for passengers, the environment and the market. However, the European Commission has identified a number of shortcomings in the implementation of this package in the Member States. The European rail sector feels that a recast of the First Railway Package would be the best way to resolve these shortcomings, while enhancing the competitiveness of Europe's railways.
- The European rail sector is working hard to deliver a transport system that is sustainable, interoperable, safe and secure as well as accessible and customer friendly. Our vision is to achieve a level playing field between transport modes in



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addition to a modal shift towards more environmentally-friendly transport solutions. The revision of the Eurovignette directive would therefore be an effective move towards helping meet these objectives. We see transport of the future as a multimodal system with, at its core, an electrified rail network covering all of Europe which is able to respond to the needs of both passenger and freight customers.

As mentioned above, the rail sector is represented in Brussels by the Community of European Railways and Infrastructure Companies (CER), the European Rail Infrastructure Managers (EIM) and the European Rail Industry (UNIFE).

CER brings together more than 70 rail infrastructure managers and railway undertakings in Europe. It represents the interests of its members towards the European institutions as well as other policy makers and transport actors. CER's main focus is promoting the strengthening of rail as essential to the creation of a sustainable transport system which is efficient, effective and environmentally sound.

Set up in 2002, following the liberalisation of the European railway market, EIM promotes the interests and views of independent railway Infrastructure Managers in Europe. It acts as a lobbying organisation towards the European Union institutions, and together with industry partners, provides technical expertise to European bodies, such as the European Railway Agency. EIM's primary goal is promoting the growth of rail traffic and the development of an open, sustainable, efficient, customer focussed rail network in Europe.

UNIFE brings together 66 of Europe's leading large and medium-sized rail supply companies active in the design, manufacture, maintenance and refurbishment of rail transport systems, subsystems and related equipment. A further one thousand suppliers of railway equipment partake in UNIFE activities through 15 national rail industry associations. UNIFE members have an 80% market share in Europe and supply more than 50% of the worldwide production of rail equipment and services.

We all look forward to working with you and your staff on these important dossiers in the coming months and years. We will be happy to provide you and your team with any information or advice that you may require. Might we suggest a face to face meeting as a useful way to launch our new working relationship? If you would be amenable to such a meeting, our teams will work to fix a suitable date.

Yours sincerely,

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