



# UIP POSITION PAPER

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## Roadmap of the Sustainable and Smart Mobility Strategy

*The International Union of Wagon Keepers (UIP) strongly supports the Commission's plan to adopt a comprehensive strategy to meet the Green Deal target of a 90% reduction in transport-related greenhouse gas emission by 2050. This target can only be achieved by significantly increasing rail freight transport in Europe and by coming up with newer and more innovative measures than in the past. To do so, we recommend the following measures:*

### Higher priority must be given to rail freight in terms of capacity allocation

The COVID-crisis and the freeing up of capacity on the European railway network have shown that the quantity and quality of capacity which is offered to rail freight matters and can render rail freight more punctual and reliable, hence making it an attractive option to shippers. Therefore, higher priority must be given to rail freight on the whole network when it comes to the allocation of capacity. The revision of the Regulation (No) 913/2010 on Rail Freight Corridors (RFCs) should aim to correct the current imbalance and simplify operations and procedures.

### Financial incentives for shippers to facilitate the modal shift

Until the preconditions for more efficiency in rail freight are given, financial incentives should be given to shippers to facilitate the modal shift to rail as the greenest mode of transport. Here the right financing instruments should be created, and the revised European Commission State Aid guidelines should not obstruct such national subsidies.

### Create modern railway infrastructure adapted to rail freight's needs

The strategy should also look into how to ensure a modern railway infrastructure with common harmonised standards and parameters which is adapted to rail freight's needs. One way to achieve this is to require national governments to earmark part of their revenues relating to freight transport and paid by shippers for reinvestment into rail infrastructure in the mid-and long-term.

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Furthermore, ERTMS needs to be fully deployed in all EU countries by 2030 and dedicated RFC investment plans which reflect the real market needs at EU level must become binding for the Member States. The TEN-T coordinators should help by keeping an overview of the on-going investments and by closely following up with the Member States.

## Link R&I activities to the market deployment of innovative technical solutions

We need to have a strong Shift2Rail follow-up programme to continue reinforcing and coordinating Research & Innovation activities within the EU. Since every single innovation in rail freight has a European dimension all actors must prioritise the same issues to streamline budget needs and ensure a real market uptake. The future programme should focus on creating a stronger link between R&I and the roll-out and deployment of innovative technologies supported by EU funds like the Connecting Europe Facility, working in close cooperation with the Shift2Rail follow-up programme.

One important example of why this focus is needed is the deployment of Digital Automatic Couplers (DAC) which is a game-changer for comprehensive automation and digitalisation of rail freight transport. Here the work does not stop once the technical solution has been developed. Instead, due to the long amortisation period and first-mover problematic, broad political and financial support through national and European instruments, such as CEF, is essential to succeed with the DAC rollout. As part of this, direct financial support for wagon keepers, who are expected to bear the initial investment costs, is of high importance.