



The voice  
of the  
private rail  
freight market

## Press release

- For immediate release -  
24<sup>th</sup> April 2009

### **The House of Rail welcomes the adoption of the “Proposal for a regulation of the European Parliament and the Council concerning a European rail network for competitive freight” by the European Parliament**

The House of Rail members welcome the adoption of the proposal for a European competitive rail freight network by the European Parliament on 23<sup>rd</sup> April 2009. In line with earlier requests, they are particularly pleased with several of the amendments adopted, as they provide for more flexibility, less bureaucracy but also more transparency.

The House of Rail (HoR) is particularly pleased with a stronger involvement of railway undertakings (RUs) in the corridor governance bodies. The HoR expects that this will help shape the infrastructure more to the needs of its customers.

The HoR hopes, however, that the greater freedom of the Member States provided by the European Parliament in defining at minimum one corridor only will still provide enough self-incentives to them to create more.

However, the House of Rail is concerned by the less stringent provisions regarding slot cancellations. The political objective of making networks more reliable and performing will not be achieved by just asking for reducing delays to a minimum possible in the case of cancelled slots. Daily experience of the RUs does not support this wishful thinking.

Last but not least, the House of Rail urges the European institutions, notably the Council, to strengthen the proposal by securing more investments into these freight networks, especially at cross-border sections as well as the starting and end points (first and last mile).

---

#### **Profile:**

The HoR includes a large proportion of the major customers, private rolling stock providers and independent train operators across Europe today. Within this membership are customers such as DHL, Stora Enso, Kühne and Nagel, LKW Walter and Transfesa, all the most important private wagon keepers, such as VTG, GATX, Ermewa, AAE, etc., ports including Genoa, suppliers such as Alstom, Bombardier and Siemens, the major private train operators, such as Nord Cargo, Veolia, Crossrail, Hector Rail, Europorte 2, combined transport operators, such as Hupac, but also DB Schenker, and infrastructure managers such as RFF and DB Netz.

---

#### **Contact:**

Lord Tony Berkeley

HoR Spokesman

T.: +44 7710 431 542

[tony@rfg.org.uk](mailto:tony@rfg.org.uk)

Wolf Gehrmann

HoR/UIP Secretariat

T +32 2 672 8847

[wolf.gehrmann@uiprail.org](mailto:wolf.gehrmann@uiprail.org)

*CARGO RAIL EUROPE*



*CARGO RAIL EUROPE*

