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## Press release

**The rail freight associations ERFA and Cargo Rail Europe are deeply concerned by Trenitalia's announcement of its intention to stop transporting hazardous goods through its single wagon network as from 1 April 2010.**

The rail freight associations ERFA and Cargo Rail Europe are highly critical of Trenitalia's announced intention of stopping the transportation of hazardous goods through the Italian single wagon network. According to them, the decision will mean that freight transport in Italy and through the other countries belonging to the North-South Corridor will become far less attractive. Owing to Trenitalia's monopoly in single wagon load traffic via sidings in Italy, the only alternative remaining for customers and shippers would be road transport. However, the more stringent EU regulations in force since 1 January 2010 mean this would only be an extremely limited possibility within the Union.

Consequently, freight forwarders face almost insurmountable problems regarding the transportation of hazardous goods. Their investments in sidings and transshipment facilities have been rendered worthless by one stroke of the Trenitalia's pen. As a result, both associations are reminding the Italian government what it said after the Mont Blanc accident, namely that where freight was concerned it would be banking on rail in the long term.

Yet switching back from rail to road would have negative consequences for the EU's environmental and transport policy objectives. For this reason, both associations have called on the European Commission to take positive steps against Trenitalia's decision and work together with all the relevant parties to find ways of ensuring that hazardous goods can continue to be transported through the Italian single wagon network.

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The possible solutions include continued market liberalisation and forms of cooperation with *private railway undertakings (RUs)* for the 'fine distribution' of freight wagons, which would weaken Trenitalia's dominant position in the market.

Switzerland, too, needs to be involved in the quest for solutions, because its transalpine railway lines and roads directly impact on the available possibilities. Only in this way can the EU's climate and transport policy objectives be attained and the industry be spared additional financial burdens, especially in the current economic context.

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#### Profile

The European Rail Freight Association (ERFA) was founded in Brussels in July 2002 to represent the interests of independent and private rail freight operators vis-à-vis the EU and other market actors in Brussels.

ERFA's main focus is on safeguarding intramodal and intermodal competitiveness in the rail freight market. The association's activities include all relevant legal, technical, financial, environmental, operational and administrative aspects of the rail freight business. ERFA is recognised by the European Railway Agency (ERA).

Cargo Rail Europe (CRE) represents European rail freight customers for more than 50 years, who invest considerable sums of money in the transportation of goods by rail like sidings, shunting yards etc. Since 2008 CRE has been acting in Brussels to represent the interests of the freight forwarders and siding users towards the EU and other actors of the rail freight market.

Besides liberalisation of the rail freight market to improve the competitive of the rail CRE is supporting an effective rail freight net in Europe and a fair entering to it. Our members are the principals of shippers and operators (RUs, freight forwarders, road carriers, etc.) and therefore the true actors in the rail freight sector via the choice of transport mode. CRE has been a member of ERFA since 2009.

#### For more information, please contact:

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