



Strengthening the competitiveness of the EU Rail Supply Industry

Philippe Citroën

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Director General

UNIFE – The European Rail Supply Industry

Philippe Citroën joined UNIFE in 2011. He began his career as a Transport Advisor at the French Permanent Representation to the EU and then became Member of the Cabinet of the French Transport Minister in 1990. In 1993, Philippe became Manager and Chief of Staff at RATP Paris, and then joined the SNCF as Strategy Director in 1999. Prior to assuming his position at UNIFE, Philippe served for nine years as CEO of Systra – one of the world's leading public transport engineering companies. Philippe is a graduate of Paris II University in Public Law, holds a Diploma from the Paris Institute of Political Studies (Sciences Po) and also studied at the Ecole Nationale d'Administration (ENA), where he also lectured about rail and urban Transport

“Promoting Rail Market Growth for Sustainable Mobility”

01

Promoting
European policies
and programmes
favourable to rail

02

Working towards
an interoperable
and efficient
European railway
system

03

Ensuring
European Rail
Supply Industry
leadership
through advanced
research,
innovation and
quality

04

Providing UNIFE
Members with
strategic and
operational
knowledge



I. EU Standardisation & Harmonisation

- ▶ Collaborating with the European Union Agency for Railways on the definition of rail regulations (including the Technical Pillar of the Fourth Railway Package) and Technical Specifications for Interoperability (TSIs)
- ▶ Supplying expertise for European and International Standardisation Bodies (e.g. CEN/CENELEC, ISO)
- ▶ Contributing to the development of the Single European Rail Area

III. European Rail Research

- ▶ Coordinating EU-funded research projects
- ▶ Playing an active role in ERRAC - the European Rail Research Advisory Council
- ▶ Cooperating with the Shift2Rail Joint Undertaking and contributing to the follow-up of its activities
- ▶ Shaping the future of rail research & innovation in Europe

II. Public Affairs

- ▶ Advocating policies that increase the global competitiveness of the European Rail Supply Industry
- ▶ Supporting modal shift policies that give priority to rail
- ▶ Encouraging investment in rail projects
- ▶ Promoting rail transport as the best solution to meet social challenges of the future

IV. IRIS Certification®

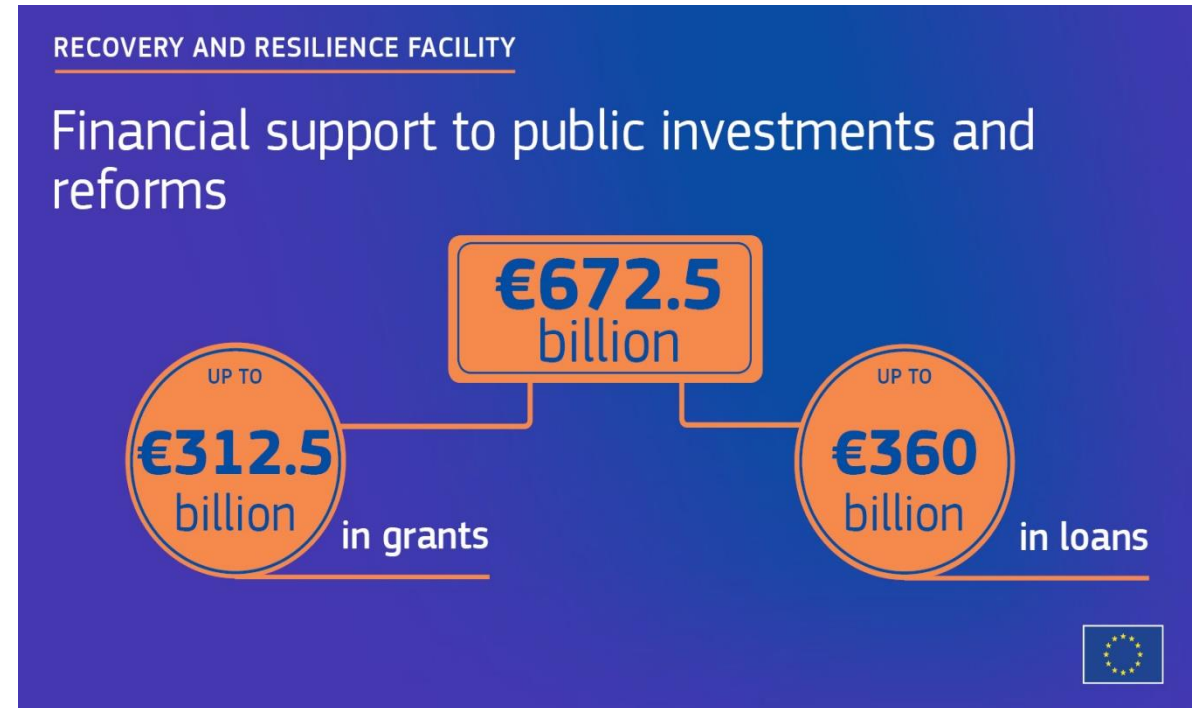
- ▶ The globally recognised rail quality management system
- ▶ Enables efficient business processes and leads to substantial quality improvements and cost reduction throughout the supply-chain
- ▶ More than 2100 IRIS Certification® certificates issued worldwide

Our members and associated members



National Recovery Plans

- As of 5 November, **22 Plans fully approved by Commission & Council**
- **€500 billion** requested in the 26 Plans submitted (out of the total €672.5 billion Recovery & Resilience Facility (RRF))
- More **loans** can be requested by Member States until August 2023
- **€55 aprox.** of identified rail investments (including urban rail transport)
- **11%** of funding requested under RRF goes for rail
- **€51 billion** already disbursed (of the total RRF requested)



Examples of Rail Investments in the Plans

Recovery and Resiliency Facility funds will be a driving element of Europe's decarbonisation drive. Recognising that fact, Member States have elected to direct approximately **11%** of the RRF total requested funding for rail

€29B

Italy

Italy has requested this money to revamp its next generation of rail mobility. Their National Recovery Plan calls for €13 billion for high speed infrastructure and another €2.9 for ERTMS

€6,4B

Spain

Spain's National Recovery Plan seeks to revitalise infrastructure along its Atlantic and Mediterranean corridors, as well as commuter lines. Investments are also outlined for freight.

€4.8B

Romania

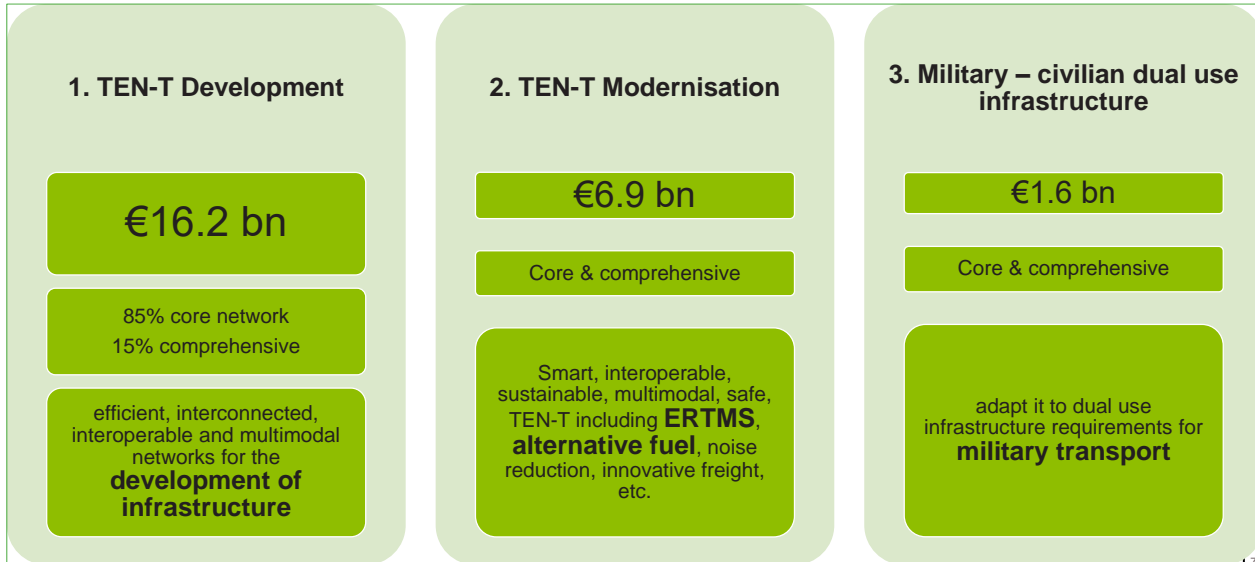
The Romanian Plan includes over €3 billion for electrification and modernization of the network including ERTMS deployment, €400 million for rolling stock and €600 million for metro systems infrastructure

€5B

France

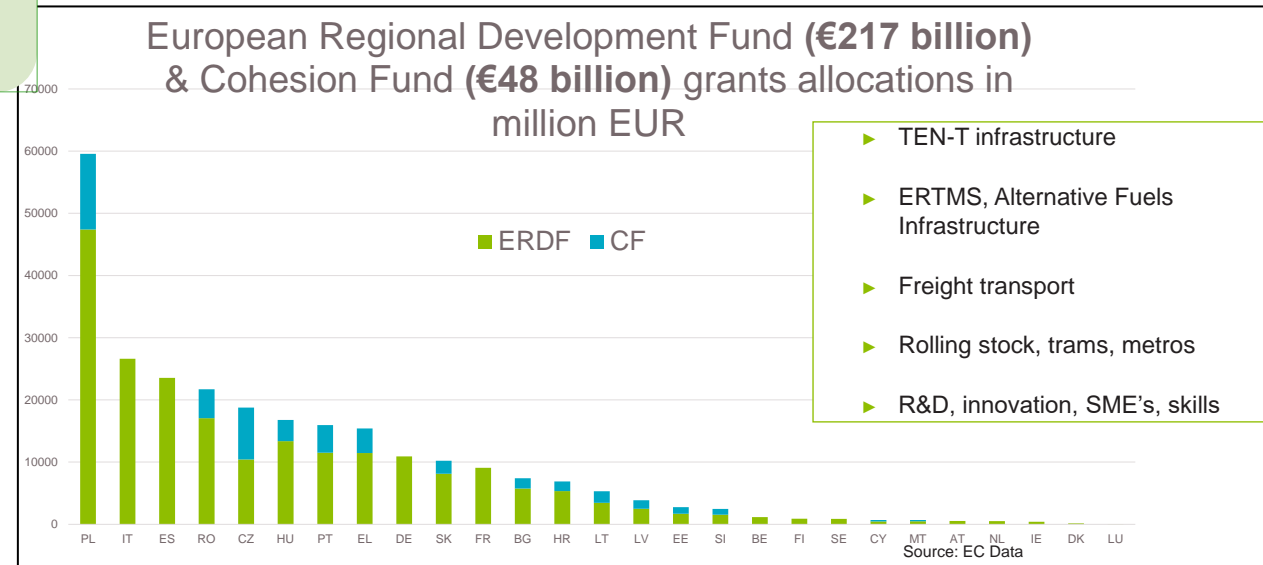
The French plans directs investments for infrastructure modernisation for national and regional lines. Additionally, funds will be used on public transport in Ile-de-France and national freight. the modernisation of the tram fleet

Cohesion Policy and Structural Funds and CEF (global figures)



← Connecting Europe Facility
€25.8 billion for transport

Cohesion Policy and Structural Funds (global figures)



ICT FOR RAILWAYS



- Hallmark of the European Commission.
- A climate-neutral EU by 2050.
- Set a collective ambition for all sectors, industries and European citizens.
- Assert the EU as the global leader in the fight against climate change



The European Green Deal

von der Leyen Commission

#EUG



The European Climate Law

- Enshrine the climate-neutrality principle into Law.
- Set binding requirements for national governments and industries.
- Strengthen intermediate 2030-climate targets.

www.unife.org



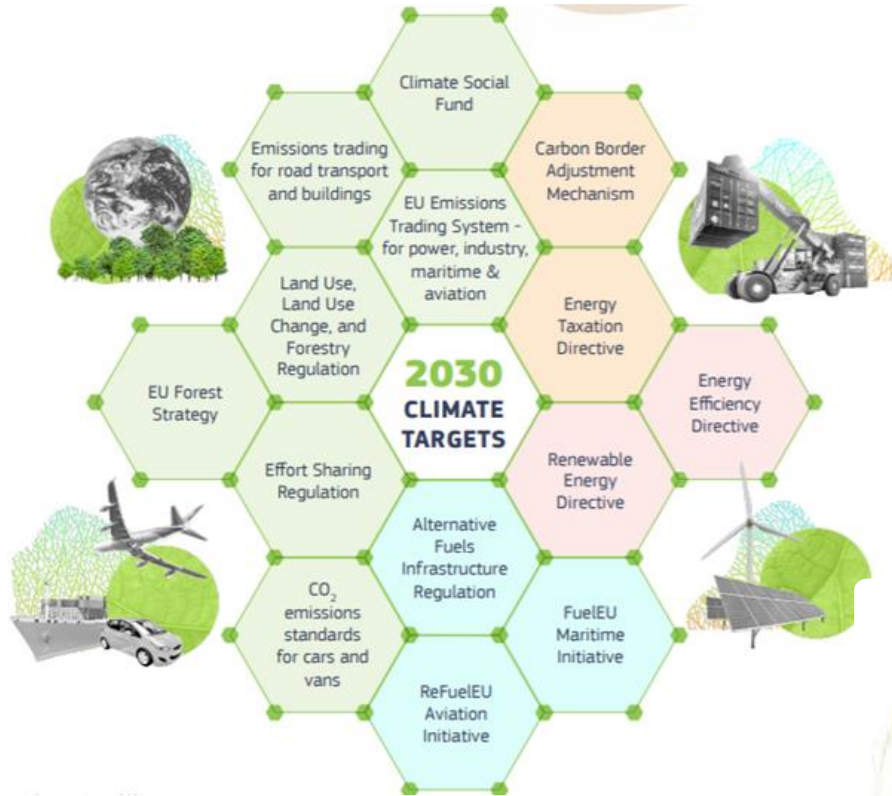
55%
GHG emission
reduction



40%
share of energy
from
renewable sources



Up to 41%
reduction of
final energy
consumption



- Overhaul as EU's climate policies
- Regulatory roadmap to enforce the Climate Law's targets.
- Fifteen cross-sectorial initiatives focused on energy and transport.
- Revisions of/amendments to existing legislation as well as new proposals.



The 4th Railway Package

- ▶ UNIFE is and has always been a **strong supporter** of the 4th Railway Package Technical Pillar.
- ▶ Its implementation is of **paramount importance for the future competitiveness of the European rail supply industry** by removing the remaining technical barriers to the Single European Rail Area.
- ▶ UNIFE supports the key 4th Railway Package objective of a **20% reduction in time and cost of vehicle authorisation** via the:



**Simplified Vehicle
Authorisation Process**



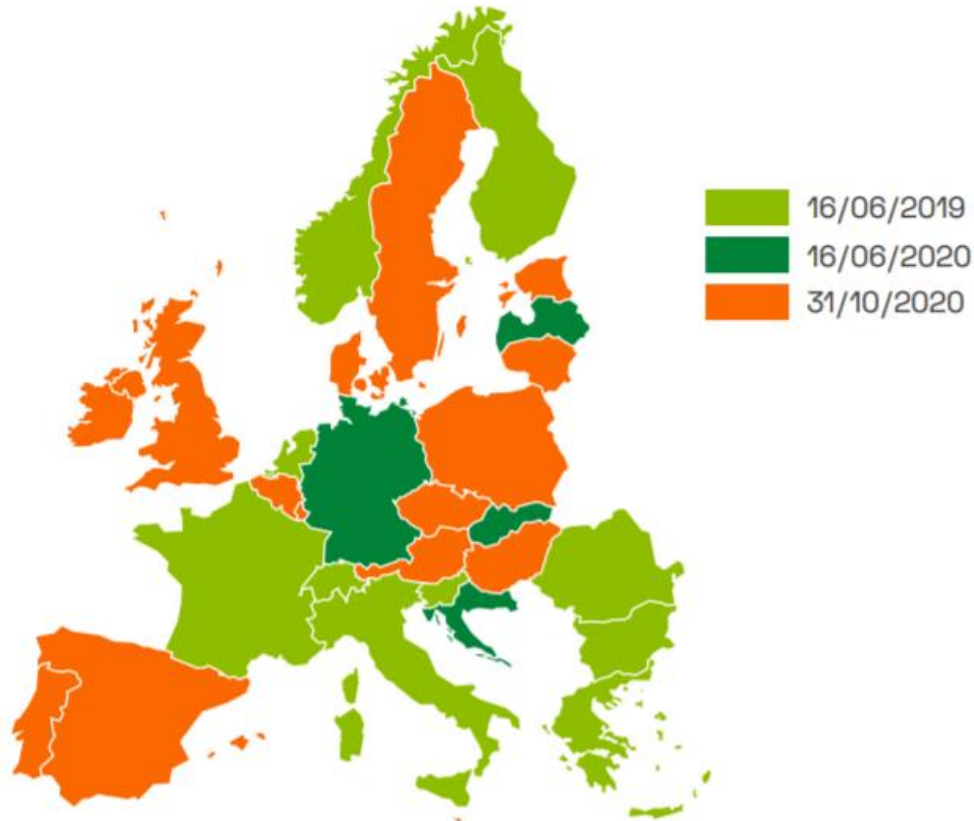
**Single One-Stop Shop
Application**



**Reduction of National
Rules**



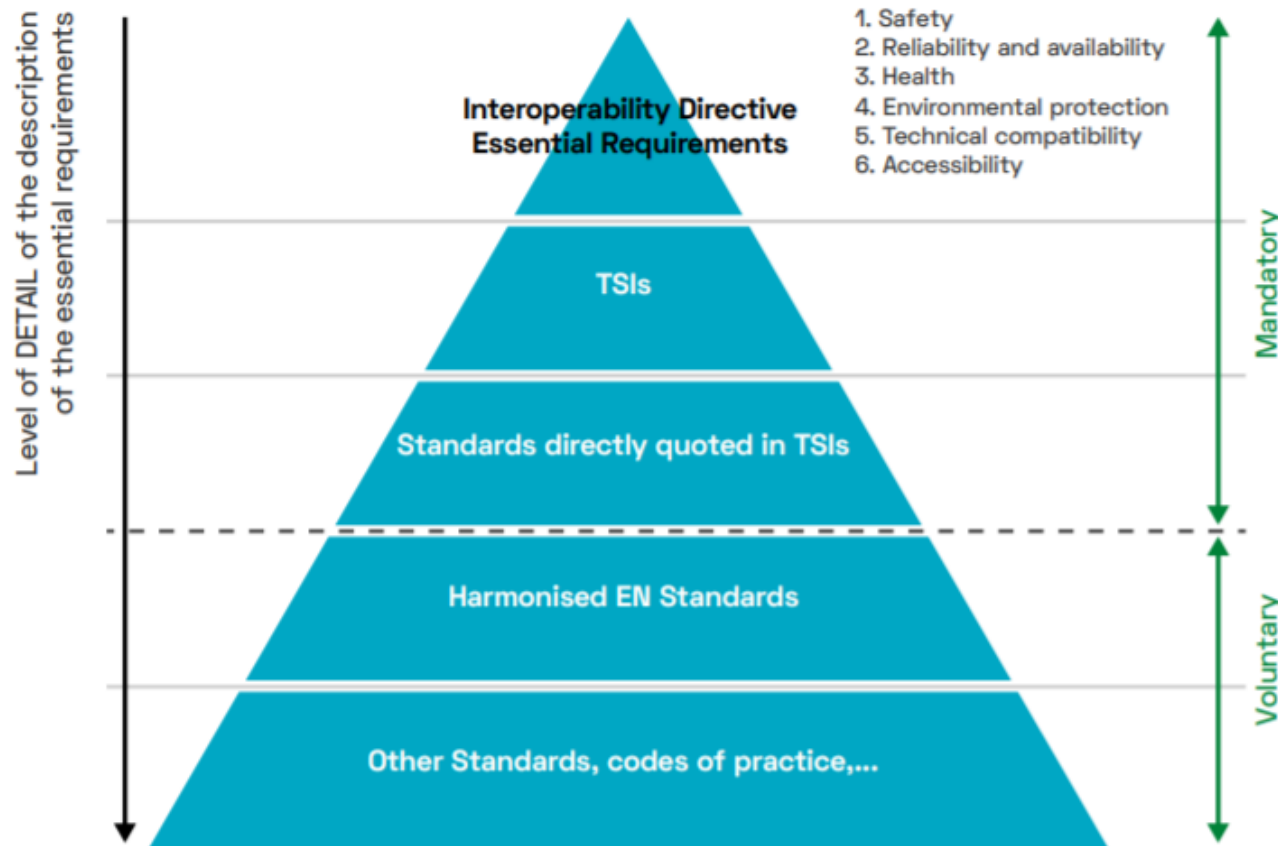
**Harmonise the
implementation of ERTMS**



The 4th Railway Package

- ▶ Since entry into operation in June 2019, **UNIFE has continually provided return of experience** to ERA and EC on behalf of the European rail supply industry
- ▶ The new regime is now in operation in all Member States since Oct 2020, as such we are **still experiencing the 'learning curve'** in many Member States
- ▶ With **two years experience** and all Member States involved, now is the **time to review** the processes and ensure the expected benefits and savings materialise

TSI Revision – 2022 Package



- ▶ ERA is currently preparing the TSI 2022 Package based on the **Digital rail and Green freight TSI revision mandate** provided by the EC to align the TSIs' contents with the EC's high-level policy goals.
- ▶ Increased **stability and predictability** of the European technical framework and TSI transitions is a **priority for the European rail supply industry** in the TSI 2022 Package.
- ▶ The sector **must benefit from today's TSI maturity**, especially regarding interoperability, safety and from market-driven product innovations.

R&I – Key for the EU Rail Supply Industry



- ▶ The **world leadership** of the export-oriented rail industry is also due to its **Research & Innovation** capacities
- ▶ Innovation is in the DNA of the European rail supply industry, which currently invests **3.6% of its annual turnover in R&I** and has developed innovations such as high-speed trains, ERTMS (European Rail Traffic Management Systems), and automated metro systems

The Shift2Rail Joint Undertaking – lessons learned

- ▶ **First Public-Private Partnership** for rail Research & Innovation (R&I) under Horizon 2020
- ▶ **Unprecedented joint effort of all the stakeholders** of the European rail sector to invest together in Research and Innovation → **Risk sharing** in a pre-competitive development phase
- ▶ **Technical feasibility proven at higher TRL**
- ▶ **Critical mass:** The involvement of the majority of the sector including all types of stakeholders reduces the market risk of innovation
- ▶ **Strategic approach:** Defines and deploys a consistent long-term strategy for the sector
- ▶ **Solid and stable long-term program aligned with the common strategy for the sector**



Europe's Rail Joint Undertaking – A new approach

► **Budget: 1,2 bn€ (600M€ EU Funding)**

► **25 Candidates Founding Members**

► **Innovation Pillar**

- Steering R&I activities
- Focusing on key R&I areas (e.g. ATO, Digitalisation, Freight)
- Programme based on the ERRAC Strategic Research and Innovation Agenda

► **System Pillar**

- Definition of the European Rail System Architecture
- Strong focus on the CCS subsystem
- Deliver & maintain CCS standards and migration roadmap
- TSI and standardisation Plan

► **Impacts expected:**

- More flexibility and punctuality for passengers / freight
- Improved performance and capacity
- Reduced costs & quicker roll-out
- More sustainable transport
- Harmonised approach to evolution and greater adaptability
- Reinforced role for rail in European transport and mobility
- Improved EU rail supply industry competitiveness

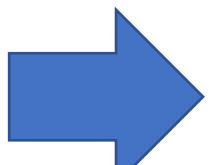
Europe's Rail: UNIFE's expectations

► Innovation Pillar

- Continuity with Shift2Rail activities (e.g. ATO, FRMCS, Asset Management, DAC...) and address new ones (e.g. Digital Twin)
- Maintain and reinforce the cooperation between the rail stakeholders → Key Success Factor
- Develop new solutions/technologies that will allow both the accomplishment of the Single European Rail Area but also keep the European industrial leadership at worldwide level

► System Pillar

- Sectorial approach
- Deliver a top-level European rail system architecture
- Deliver a more detailed CCS architecture with a level of granularity approved both by the railways, IMs and suppliers.
- Support rail sector Common Business Objectives
- Bring predictability to the sector (TSI and standard input plan)



7-8 Deceml

SERA Implementation
Increase Rail Market Share
Increase the Competitiveness of the European Rail Supply Industry
Attract new Talents and Skills

Thank you for your attention