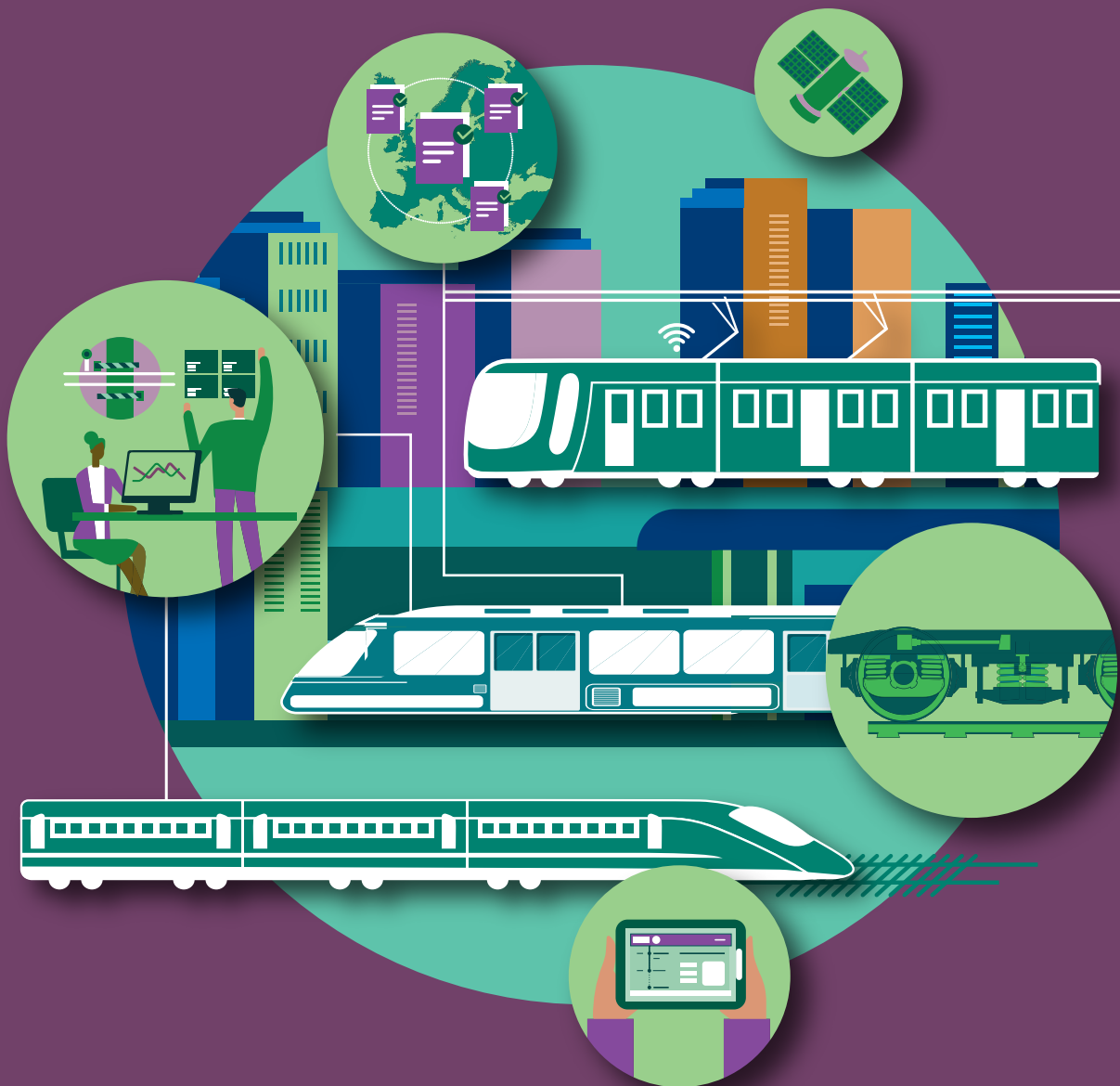


The European Rail Supply Industry Association

ANNUAL REPORT 2019

EXECUTIVE SUMMARY



Message from UNIFE Chair



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*When I was elected UNIFE Chair around two years ago, I outlined **three strategic focus areas for our collaboration with EU institutions: promoting innovation, improving business conditions and stimulating investment.** I am especially pleased and gratified that I could rely on the reputation and weight of our association, and on the support of all our members, to push our interests in these key areas. The recently adopted EU Expert Group Report on Competitiveness of the Rail Supply Industry is a true milestone in this regard.*

2019 was a remarkable year for our industry. Rail remains the most environment-friendly way to travel; and as over the course of the year the Fridays For Future movement gained momentum, the role of our industry as a partner for those seeking to implement green transport solutions continued to increase. In Germany, for instance, the federal government responded by setting the goal of doubling the number of rail passengers by 2030.

It is now up to us to make the most of the momentum we are experiencing. First, the shifting perception of our industry will help us attract more talent, and I find it exciting that several UNIFE members are launching a concerted communication campaign titled 'Hop On for our Planet' to attract young graduates and skilled people to our exciting and thriving sector.

Second, we need to continue to push innovation and to develop and implement technologies that increase the attractiveness of rail – with better availability, enhanced passenger experience, greater capacity, and increased sustainability. The successes of the past year point the way to the future of rail, such as with battery or hydrogen fuel cell powered trains, the implementation of digital interlocking technology for an entire country's rail network, or the success of overnight trains.

Third, we must continue being a strong advocate of sustainable travel solutions with our partners in politics – in particular, as the new European Commission takes up its work. Promising initiatives are on the horizon, such as Vice President Frans Timmermans' European Green New Deal. And we are all looking forward to starting the dialogue with the new Commissioner for Transport, Adina Valean.

One persisting concern remains the lack of a level playing field in the global rail industry. While CRRC continues to press into the European market, in more segments and with larger orders, market accessibility for our sector in China is currently still only 19 percent – compared to 76 percent accessibility rate for CRRC in the European market.

I am confident that we can count again in 2020 on the great team at UNIFE to ensure that the needs of our sector are heard by EU politicians and policy-makers. We need your strong and ongoing support and passion for rail to drive the European Rail Industry forward in 2020 – together!

I look forward to seeing you all in Berlin this June for the UNIFE General Assembly and for InnoTrans 2020.

A handwritten signature in blue ink, appearing to read 'Sabrina Soussan'.

Sabrina Soussan,
UNIFE Chair

Message from UNIFE Director General



”

2019 has proven to be an important year for both the European Union and UNIFE. As Europe looked forward to a new decade and its accompanying challenges, we engaged the EU institutions, Member states, rail sector stakeholders and others to advance a vision of the European rail supply industry as an engine for the new Commission's ambitions for sustainable European economy (i.e. the European Green Deal) that works for all.

Our advocacy concerning Research & Innovation (R&I) initiatives, international procurement market fairness, skills training efforts and streamlined rail regulations are aligned with the newly announced “European Green Deal” that will be the cornerstone of this new Commission. This undertaking will require a whole-of-society effort and heavily rely on an industrial pivot towards sustainable practices, technologies and mobility solutions. During this 2019-2024 mandate, UNIFE and its members are committed to helping create this much needed change.

One of the highlights of the past year has been our collaborative exchanges with the Romanian and Finnish Presidencies of the European Council. In 2019, UNIFE played a leading role in the Industry4Europe coalition, a group of 153 European industrial associations. As the coalition's Coordinator, we were very pleased to work with the Romanian Presidency on a high-level event about the need for a long-term vision for the EU's industrial future. This initiative aims to ensure that the EU develops, adopts and implements an ambitious industrial strategy for the next five years, as successful industries are vital for Europe's economic well-being and future prosperity.

Similarly, UNIFE and its members were instrumental in crafting the very important “Report of the European Commission Expert Group on the Competitiveness of the EU Rail Supply Industry”, which was adopted and endorsed by the European Commission's in December 2019. Considering insights from both the private and public sector, the report presents 89 jointly agreed recommendations to help maintain our industry's strength despite rising protectionism the world over. In 2020, UNIFE will work to have many of these suggestions are implemented at both the EU and Member State levels.

One of the key elements to the European rail supply industry's competitiveness is the existence of transparent and reciprocal market access indicative of a truly level playing field for all participants. UNIFE has continued to call attention to the presence of state assistance and other discriminatory, protectionist practices used by certain countries to benefit locally based, and often state-owned, suppliers. These practices give an unfair advantage over ‘foreign’ competitors, while also giving them an edge in European procurement markets. This year, we have urged European institutions and Member States to pursue a formidable International Procurement Instrument and assess bids using the Most Economically Advantageous Tender (MEAT) principle. On this topic, we were able to craft a Memorandum of Understanding with CER and EIM. To that end, we participated in EU bi-lateral rail meetings in Japan and India as a representative of our members and this industry. →

→ Concurrently, we have maintained our cooperative relationship with the EU Agency for Railways (ERA), led by Director Josef Doppelbauer, to advance progress on matters pertaining to standardisation and interoperability. For example, UNIFE spent 2019 continuing to urge for greater urgency in the full transposition of the Technical Pillar of the Fourth Railway Package across all member states and a continuous deployment of ERTMS, currently being pursued by ERTMS Coordinator Matthias Ruete. Completing these objectives, two examples of a myriad of regulatory and technological topics, will be significant milestones in establishing a truly Single European Rail Area.

These projects will require an ambitious 2021-2027 EU budget, known as the Multiannual Financial Framework (MFF). In 2019, UNIFE, its Members and partner organisations worked to remind EU institutions of this crucial fact. We welcomed the adoption of the “European Green Deal”, headed by European Commission President Ursula von der Leyen, as an understanding that a meaningful shift of current traffic from unsustainable modes of transport to cleaner, more efficient rail is a core priority for this mandate. This will require extensive investments in infrastructure and rolling stock for passenger, freight, regional and urban rail, as well as expanded ERTMS deployment. This association will continue to champion substantial provisions for the Structural Funds and the Connecting Europe Facility (CEF), which are still under negotiation. In 2019, UNIFE continued to advise European institutions and Member States to sustain and expand their current financial support for rail research projects through the Horizon Europe programme, still being negotiated and slated to commence in 2021.

The Shift2Rail Joint Undertaking (S2R JU), led by Executive Director Carlo Borghini, has been a major R&I private-public partnership that has benefitted from these funds, and with

whom we have enjoyed a strong working relationship. We will continue to promote their extension, “Shift2Rail 2”, during the 2021-2027 period. Doing so will help craft innovative new digital rail solutions that make use of cutting-edge technologies such as Artificial Intelligence, the Internet of Things and telecommunications, like 5G, while improving Europe’s railway cybersecurity and the regulatory framework that allows our industry to profit from emerging opportunities.

Continuing on our 2018 work with other rail organisations, UNIFE remains committed to presenting the Rail Supply Industry’s utility in fighting climate change and addressing urban mobility challenges. The two go hand-in-hand. The challenges presented by this existential “emergency” necessitates that our societies rethink our transportation systems. Our ongoing advocacy on the need for a positioning of rail as a central node in a new sustainable multimodal European transport network is in line with Dublin Declaration, signed in June 2019 at the UNIFE General Assembly by Sabrina Soussan, UNIFE Chair, and her Presiding Board colleagues. Members of the Board voiced their support of raising awareness amongst EU and national decision-makers on our industry’s crucial importance for the sustainable development of our continent and the whole planet.

This year, UNIFE has helped ensure that the quality that allows the European rail supply industry to remain innovative through its work with IRIS and the International Rail Quality Board (IRQB), which was launched in September 2018.

In this annual report, you can learn more about these topics and our achievements during the last year. As a new European Commission sets out to achieve their ambitious agenda, we will further present our industry’s stance through high-level activities such as the eighth edition of the World Rail Market Study (WRMS) and InnoTrans 2020. Thank you to our Members, and new ones who joined UNIFE in 2019, for their participation and commitment to building a stronger European rail supply industry, we look forward to continuing to work side-by-side in 2020 and beyond.

Sincerely,



Philippe Citroën,
UNIFE Director General

UNIFE's impact in 2019



Meetings



Publications



Events



Exhibitions



Written / organised by UNIFE



Attended / contributed to by UNIFE



January



Rail Forum Europe: Global competitiveness perspectives for the European Rail Supply industry



Third EU-GCC Seminar on Railways



Meeting with Romanian Presidency of the EU Council



UNIFE Briefing for Romanian Presidency

February



Middle East Rail Conference



EUROPEAN RAILWAY AWARD

March



Industry4Europe: 'EU Industrial Policy: Results and prospects for the next institutional cycle



Kick-Off meeting of DG CONNECT/DG MOVE Digitisation Initiative



Industry4Europe: A new Joint Call to all Heads of State and Government



ERRAC Plenary



Rail Live Bilbao exhibition



Space for Innovation in Rail



SIFER Exhibition



TEN-T & CEF Conference

April



Rail Forum Europe: Rail Baltica – Bridging a European missing link



Industry4Europe: Setting the scene for an industrial vision for 2030 and beyond



UNIFE Vision Paper on Digitalisation - Digital Trends in the Rail Sector

May



International Transport Forum Summit

June



UNIFE GENERAL ASSEMBLY



Dublin Declaration of the European Rail Supply Industry



Sustainable Urban Mobility Plans (SUMPs) Conference



APTA Rail Conference



19th International Wheelset Congress



Meeting with Finnish Presidency of the EU Council



14 Asks of the European Rail Supply Industry on the Occasion of the EU Finnish Presidency

July



5th Expert Group meeting on 'Investment and Financing Case Studies of Infrastructure Projects and Discussion of Multimodal Transportation Projects'



UNITEL Position Paper – EU Funded and Coordinated FRMCS Pilot Projects



Recommendation to apply the Most Economically Advantageous Tender (MEAT) and good practices in the domain of railway procurement



UNIFE coordinated workstream on cybersecurity

August



EXPO 1520

September



Challenges and expectations of the European Rail Supply Industry for the next institutional cycle 2019-2024



Urban Rail Investments in the next Multiannual Financial Framework (MFF)



European Research and Innovation Days



EU manufacturers call for urgent reforms to achieve reciprocity and a level-playing field in public procurement

October



Expo Ferroviaria Exhibition



Digital Transport Days



Railway Days Investment Summit



Report of the expert group on competitiveness of the European rail supply industry



APTA Annual Conference + Annual Meeting, "TRANSform"



ERTMS CCRCC Conference

November



Technical Seminar between EU and China



InnoRail Exhibition and Conference



EU-Japan Railway Industrial Dialogue



UNIFE Vision Paper on Urban Mobility - Urban Rail for cities and metropolitan areas



Seminar on Public Procurement



International Railway Summit



ERRAC Plenary



Industry4Europe: A long-term strategy for Europe's industrial future: from words to action

Continuous



EP Plenary
Sessions



Workshops



Committee
Meetings

Numbers that matter

UNIFE Membership



105 Full Members



12 Associate Members

9

New Members

Publications & Reports



14+

Publications/ Reports UNIFE produced or contributed to

UNIFE in the press



14

interviews



37

articles about or mentioning UNIFE

Twitter - @UNIFE



751,100

impressions



33,625

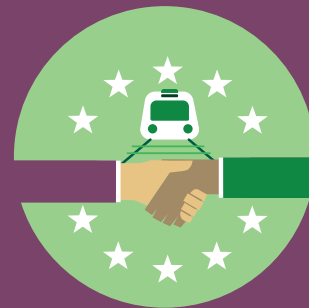
profile visits



543

new followers

SHIFTING EUROPEAN POLICY TO MAKE RAIL MORE COMPETITIVE



2019 has been a very important year, politically speaking, as a new EP was elected in May, a new EC President, Ursula von der Leyen, was selected in July and a new portfolio of commissioners was proposed in September. To present our industry and the challenges it faces UNIFE released a new publication entitled 'Challenges and expectations of the European Rail Supply Industry for the next institutional cycle 2019-2024'.



Ursula von der Leyen, European Commission President



Adina-Ioana Vălean, European Commissioner for Transport

→ The Industry4Europe campaign

Industry4Europe, a large and unprecedented coalition of 154 European industrial federations initiated by UNIFE, launched a major campaign with the publication of two joint calls entitled 'Let's put industry at the core of the EU's future! One of them was addressed to the future MEPs; the other was directed to heads of state and government. Our common objective has been to ensure that industry would be at the very top of both the EP and the EC's political agendas during the 2019-2024 institutional cycle. The Coalition also published at the end of 2019 a substantial and comprehensive Joint Paper with concrete proposals for the future EU Industrial Strategy.



www.industry4europe.eu
[@Industry4Europe](https://twitter.com/Industry4Europe)

→ Industrial Policy

The EC Expert Group on the Competitiveness of the EU Rail Supply Industry officially endorsed its final Report in October 2019 after 2 years of discussions and negotiations. The report lists 89 recommendations designed to the EU rail supply industry retain its global leadership despite mounting international competition from Asian suppliers. These concrete recommendations cover a total of 10 strategic policy areas: Digitalisation; Innovation; Skills and training; Internal market; Standardisation; EU public procurement market; EU supporting mechanisms; Access to markets and finance for SMEs; Access to international procurement market; Intellectual property rights. At the request of UNIFE, the Commission accepted to extend the mandate of the Expert Group's mandate by one year in order to ensure the follow up of the Report, maintain dialogue between the Commission, Member States and Industry, and ensure that all parties remain highly committed to implementing the recommendations of the Report.

Challenges & expectations

OF THE EUROPEAN RAIL SUPPLY INDUSTRY
FOR THE NEXT INSTITUTIONAL CYCLE

2019-2024

- 1** Promoting innovation and industrial excellence
- 2** Ensuring the best business environment in the EU and worldwide
- 3** Boosting investment for a sustainable & interoperable network

→ Skills Policy

At the request of UNIFE and following discussions held within the EC Expert Group on the Competitiveness of the EU Rail Supply Industry, the EC announced its readiness to financially support a large project on vocational education and training in our industry called "Blueprint for Skills". The aim is to support an overall sectoral strategy and develop concrete actions to address short- and medium-term skills needs. For instance, a projects that could fall under this scheme would be the creation or adaptation of training curricula to better suit employer expectations.

→ Public procurement in Europe

Building on our previously established cooperative relationship, UNIFE, CER and EIM finalised a 'Recommendation to apply the Most Economically Advantageous Tender (MEAT) and good practices in the domain of railway procurement' in July 2019. This strategic document focuses in particular on three potential award criteria: technical or technological value; life-cycle costing; environmental and social impact. It also sets out several recommendations for rail contracting authorities.

In parallel, UNIFE has driven the AEGIS Europe alliance's activities on public procurement. This operation has benefitted from the support of the groups 22 European upstream and downstream manufacturing federations. In September, the alliance formalised a position paper calling for reforms of the European public procurement framework. It pays particular attention to abnormally low tenders and calls for a streaming of its definition at the European level and strengthening of existing provisions related to their evaluation and treatment.

→ EU Investment Policy and Financing for Rail

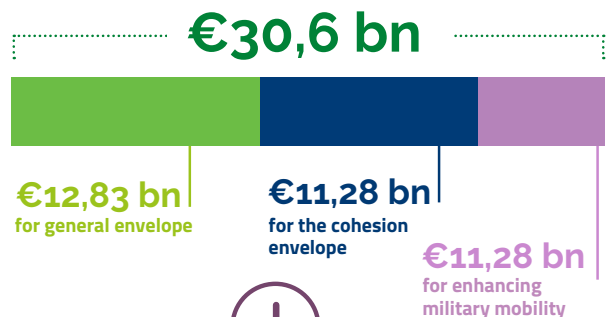
As the European Institutions continued their work on the Multiannual Financial Framework (MFF) for the 2021-2027 period, UNIFE spent much of 2019 advocating for greater EU investment in mainline, regional and urban rail projects.

A Shaping the future Investment Policy

1. While urging EU institutions to agree to ambitious budget allocations for rail projects, UNIFE has consistently insisted that grants should remain the main EU funding tool for these initiatives – be it through the Connecting Europe Facility (CEF) or the Structural Funds.
2. Investments co-financed by EU Funds are crucial to both accelerating TEN-T Core Network Corridors implementation and helping cities develop urban rail systems.
3. The next MFF should also be used as an opportunity to incentivise the Member States receiving support from EU Funds to swiftly implement the 2014 EU public procurement framework (that includes adhering to the MEAT principle).
4. Given the increased presence of non-EU financing in the enlargement countries and the EU neighbourhood, it is important to increase the total amount of grants being provided for the renovation and modernisation of existing railway lines, the building of new lines and the acquisition of suitable rolling stock.

B TEN-T Policy and Connecting Europe Facility (CEF)

The European Commission proposed budget for CEF Transport



UNIFE and EP's request to increase the transport budget to

€33,5 bn

C Cohesion Policy and Rail investments in Central & Eastern Europe

UNIFE has continued to promote an efficient absorption of EU funds available for rail by Central and Eastern European (CEE) Member States. UNIFE has expressed its disappointment following the EC's proposal to significantly reduce the Cohesion Fund's budget as it has been an important source of investment in rail projects. UNIFE has called on the co-legislators to secure an ambitious total budget of €378bn for the Structural and Investment Funds, while ensuring that sustainable transport will be given priority.

D Mobilising private investment for rail

The UNIFE High-Level Expert Group on Investment and Project Financing has been particularly engaged throughout 2019 in devising ways to mobilise more investment for rail projects. UNIFE took an active part in the wider Green and Sustainable Finance debate held at the EU level and expressed its full support of the initiative to re-establish the Intergroup (existing under the previous legislature) which had been aptly renamed the "Long Term & Sustainable Investment Intergroup".

E Boosting investments in urban rail projects

In 2019 UNIFE has initiated advocacy actions aimed at boosting investments in urban rail projects. On 11 September, we co-organised a conference on 'Urban rail investments in the next MFF' with the International Association of Public Transport (UITP) and the European Committee of the Regions (CoR). The conference was an excellent occasion to exchange views on how the EU can increase urban rail investment, be it through its own funds or alternative financing schemes.

The conference was an excellent occasion to exchange views on how the EU can increase urban rail investment, be it through its own funds or alternative financing schemes.



→ EU climate policies and urban mobility

UNIFE believes that the new European Green Deal and its key objective of making Europe the first climate-neutral continent by mid-century can be a game changer. The decarbonisation of the transport sector should mean, above all, more rail-based public transportation solutions and further electrification of the system.

In 2019, UNIFE prepared its first vision paper on the role of urban rail solutions like metros, tramways and suburban trains, in the future urban mobility framework. The 'Urban Rail for the future of cities and metropolitan areas' publication presents the European rail supply industry's views on a strategy for urban mobility and outlines for local authorities the reasons to invest in rail-based public transport solutions. The strengths of

The paper is divided into four parts:



The first chapter highlights the crucial contribution rail makes to a sustainability-based model for urban transport, especially as its widespread adoption leads to significant air quality improvements.



Next, it explains significance of urban rail projects for the social and economic regeneration of cities. This chapter also details the urban development opportunities created by shifting to rail.



Subsequently, UNIFE explores how urban rail projects are key components of a shifting urban mobility mix. The vision paper emphasises how rail is essential to the digital and physical integration of new business models



Finally, the publication explains available financing options for these projects. This includes a detailed description of different funding programmes and tools, as well as financing actors to engage with.

→ Freight Transport

UNIFE is supporting the Commission's efforts to make rail freight more competitive and attractive through its Freight Committee. We have continued to promote our 2018 'European Rail Industry Freight Agenda' (ERIFA) during interactions with decision-makers. UNIFE has also closely followed the ongoing discussions on the Combined Transport Directive review. The review works to simplify existing rules and make combined transport more attractive by means of economic incentives. The EP adopted a resolution on 27 March 2019 and negotiations are due to resume during the new parliamentary term.



Rail Forum Europe

RFE was chaired during the first half of 2019 by MEP Michael Cramer, with support by Vice-Chairs MEPs Gesine Meissner and Georges Bach. Their stewardship concluded with the 23-26 May EP elections, which they decided not to stand in. During autumn 2019, 10 new MEPs joined RFE as Full Members. Following an open consultation among MEPs, Andrey Novakov was designated Chairman of the RFE association for the 2019-2024 period. Anna Deparnay-Grunenberg and Istvan Ujhelyi will serve as his Vice-Chairs.



**30 January
2019**

Global Competitiveness Perspectives for the European Rail Supply Industry (sponsored by UNIFE)



**1 April
2019**

Rail Baltica - Bridging a European, missing link (sponsored by CER)



www.rail-forum.eu
@RailForum_EU

ENHANCING RAIL INDUSTRY ON THE GLOBAL ARENA



→ Trade relations between the EU and China



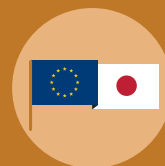
Over the past few years, European rail suppliers have encountered increasing difficulties as they attempt to engage with the Chinese rail market. During the 2015-2017 period, accessibility to China has tumbled to only 18%. At the same time, Chinese state-owned enterprises have become increasingly powerful players in all product segments and on all continents, often profiting from unfair competition. Against this background, UNIFE has closely monitored this situation through several initiatives and illustrated the shifting landscape in numerous dossiers throughout 2019:

- UNIFE has continued to monitor China's ongoing efforts to join the WTO Agreement on Government Procurement (GPA). This association supports China's accession to the GPA on the condition that it respects reciprocity as outlined in the EU's offer and that strong enforcement provisions are foreseen.
- UNIFE has been actively supporting the joint commitment to promote transparency and a level playing field based on market rules and international norms. It has defended this position throughout 2019. In particular, UNIFE participated in the 5th Expert Group meeting on 'Investment and Financing Case Studies of Infrastructure Projects and Discussion of Multimodal Transportation Projects' in July and a technical seminar between the EU and China in November.

→ International Procurement Instrument

For the first time since the European Commission's original proposal in 2012, 2019 witnessed renewed IPI discussions among EU Member States. Throughout the year, UNIFE has engaged on this topic with AEGIS Europe, an alliance of 22 European upstream and downstream manufacturing federations. AEGIS Europe affirmed its strong support to a regulation that would be ambitious and efficient enough to achieve a truly level playing field in world markets. Furthermore, concrete proposals have been made to improve the revised one made by the EC in 2016, responding to some concerns voiced by Member States. More than ever, the support of the entire rail supply industry - especially at the national level - will be crucial for reaching an agreement at the EU level in the near future.

→ EU-Japan Economic Partnership Agreement



After years of negotiations, the EU and Japan's Economic Partnership Agreement (EPA) entered into force on 1 February 2019. UNIFE welcomed this agreement as it provides European rail suppliers satisfactory guarantees

on public procurement. Nevertheless, UNIFE has insisted in various fora on the importance of monitoring the agreement's implementation to ensure tangible benefits and achieve equitable market access. For the time being, such changes have not been noticed. In terms of concrete activities, the eighth EU-Japan Railway Industrial Dialogue was held on 25 November in Tokyo. The event provided another opportunity for UNIFE Members to present their solutions to a wide range of Japanese rail operators. Additionally, UNIFE actively contributed to a seminar on public procurement organised by the European Union Delegation to Japan the following day.

→ **Brexit**



Over the past year, UNIFE continued to call on EU institutions and the UK government to swiftly reach an agreement that minimises any disruptions of trade flows while allowing for continued EU-UK cooperation on technical topics, skills and innovation. Following the acceptance of the Withdrawal Agreement Bill in late January 2019, the United Kingdom left the European Union on 31 January, 2020. Having entered the transition phase, subsequent negotiations on the future relationship between the two partners during this consequential period will be key to maintaining frictionless trade with the UK.

→ **Cooperation with India**



India is a priority country for UNIFE members as important rolling stock, infrastructure and signalling developments are expected. During InnoTrans 2018, a meeting between the EC and the Indian Ministry of Railway confirmed a joint technical seminar in 2019. The seminar was held in New Delhi on 19 November. UNIFE and a delegation of its members actively participated in the event, giving presentations on innovation, digitalisation and ERTMS.

→ **Cooperation with Gulf Countries (GCC-SG)**



The Gulf region remains a priority market for the European rail supply industry, especially as the 2018 World Rail Market Study predicted it to see considerable rail investments in the coming years. In January, the third EU-GCC Seminar on Railways was organised in Muscat by the European Railway Agency and the GCC Secretariat-General. UNIFE presented ERTMS and latest developments in research and innovation. UNIFE also attended the Middle East Rail Conference in February, providing a keynote speech and participation on a panel discussing digitalisation.

→ **Cooperation with the US (APTA)**



Throughout 2019, UNIFE has reinforced its existing cooperation with the American Public Transportation Association (APTA). In June, UNIFE travelled to Toronto to participate in the APTA Rail Conference. This past October, UNIFE attended their Annual Meeting, "TRANSform", in New York City. At this flagship event, UNIFE Director General Philippe Citroën presented the views of the European Rail Supply Industry in a panel on 'Cybersecurity in transit'.

→ **Cooperation with Russia (NP UIRE)**



In 2019, UNIFE maintained solid cooperation with the Union of Industries of Railway Equipment (UIRE), its Russian counterpart. In August, UNIFE participated in Moscow's EXPO 1520 and made presentations during the 'Strategic Session, railway machinery: rolling stock of the future' and 'Round table, Evolution of ISO/TS 22163 (IRIS) in Russia: results and outlooks'. NP UIRE also confirmed that Russia is interested in the European experience as a roadmap to simplify regulatory framework and processes, as seen under the Fourth Railway Package.

WORKING TOWARDS AN INTEROPERABLE AND EFFICIENT RAILWAY SYSTEM



As the official representative body for the European rail supply industry, UNIFE continues to coordinate the contributions and positions of its members towards the development of regulations, decisions, guidelines and other documents drafted by the European Union Agency for Railways (ERA) and the European Commission (EC).

→ Implementation of the Technical Pillar of the Fourth Railway Package

Fourth Railway Package - The impact of Vehicle Authorisation



European Commission Expert Group on the Technical Pillar of the Fourth Railway Package

UNIFE - Permanent member

In 2019, the Expert Group played a fundamental role in the consultation, drafting and adoption of the legal acts arising from the Technical Pillar of the Fourth Railway package. The Expert Group also provided the opportunity for regular status updates and consultations on the implementation of the 4RP by Member States and the clean-up of Notified National Technical Rules.

Cooperation with the Group of Representative Bodies (GRB)

UNIFE - Official representative body

GRB has continued to be highly active throughout 2019 monitoring and establishing common positions on the implementation for the Fourth Railway Package. Several joint position papers relating to regulation and standardisation have been adopted by the GRB and submitted to the EC and ERA.



2019 was a key year for the implementation of 4RP's Technical Pillar. This past year saw the new regime go operational and the ERA transform into the European authorising entity on 16 June 2019. The new regime entered into operation with ERA and eight Member States, while the remaining Member States have informed the EC that they will make use of the extension.

UNIFE has worked intensively throughout 2019 to support the ERA and the EC as they finalise the revised Technical Specifications for Interoperability (TSIs) and the development of the IT Tools necessary for the new regime to be completed by 16 June 2020. A major milestone in the Technical Pillar implementation process this past year was the affirmative vote by the Railway Interoperability and Safety Committee (RISC) in January 2019 and the subsequent publication in May 2019 of Implementing Regulation (EU) 2019/776, or the '2019 TSI Revision Package'.

→ Standardisation

As standardisation is extremely important for our industry, UNIFE provides a platform for its members to coordinate their standardisation advocacy and to agree on the standardisation industry's priorities. UNIFE's cooperates with:



Intergovernmental Organisation for International Carriage by Rail (OTIF): UNIFE tracks OTIF activity to avoid any clashes between EU Directives and TSIs requirements, which are law throughout the EU, and those stemming from OTIF agreements. UNIFE has also supported the transferral of European TSIs into OTIF documents, and extending their scope as required.



CEN-CENELEC: To support the work done by its members at the national level, UNIFE has established close links with CEN and CENELEC. UNIFE is part of the SFR which facilitates discussions between the CEN-CENELEC Management Centre and representative bodies on the sector's standardisation priorities.



ISO Rail Technical Committee: At the global level, UNIFE holds A-Liaison status for the ISO Rail Technical Committee 269 (ISO TC 269). In 2019, UNIFE started to increase its efforts on international standardisation by outlining its first strategy on this matter. It has provided recommendations that underline the strategic importance of international standardisation for the European stakeholders.

RASCOP Steering Group: UNIFE continues to take part in the Rail Standardisation Coordination Platform for Europe (initiated by the EC) and carries out various actions linked to the 'Joint Initiative on Standardisation'. This year, the initiative came to its conclusion and UNIFE supported its final statement calling for its renewal under the new EC mandate.

EuroSpec EuroSpec: UNIFE also served as a partner of the EuroSpec initiative (consortium of several large European railway operators) gaining access to draft documents prior publication to obtain feedback from the manufacturing industry on the content and proposed requirements.

→ UNIFE Technical Working Groups

They support the association's work on standardisation, regulation and research. The overall coordination is done by the responsible UNIFE committees.

UNIFE Mirror Groups (MG)

are temporary groups which are active during the drafting and revision of regulations and TSIs. They mirror the ERA's working groups where UNIFE delegates participate as official representatives of the European rail supply industry.

UNIFE Topical Groups (TG)

follow specific topics, mainly related to standardisation and research activities.

→ Digitalisation/ digitisation activities

In April 2019, the UNIFE Digitalisation Platform released a new vision paper titled 'Digital Trends in the Rail Sector' outlining the views, priorities and ambitions of the European rail supply industry on the digital technologies. Also in 2019, a Digitalisation Rail Roundtable has been set up jointly by DG CONNECT and DG MOVE to discuss the rail sector's digitalisation priorities around three work streams. UNIFE coordinated the workstream on cybersecurity the working group made four key recommendations to the EC.

SHAPING THE FUTURE OF TRANSPORT



If Europe wants to maintain its industrial leadership in the face of intensifying foreign competition, it must stay at the forefront of research and innovation. Shift2Rail Joint Undertaking (S2R JU) plays a key role in helping Europe retain a technological and innovative advantage. Through its participation with S2R JU, UNIFE actively advocates for the continuation of its activities during the upcoming programming period. UNIFE believes it is paramount that Shift2Rail is financed beyond 2020 through inclusion in Horizon Europe's 2021-2027 Framework Programme.

To this end UNIFE:

- prepared and disseminated policy notes among decision-makers
- with the help of the R&I Committee, we drafted and replied to several Horizon Europe's public consultations on inception impact assessments and those of future partnership instruments. With the help of the R&I Committee, we have prepared a formal proposal template for the future rail partnership.
- actively cooperated with like-minded organisations and has seen us join forces with other associations directly involved in R&I PPPs operating under the Joint Technology Initiatives (JTIs) Task Force.
- last, but not least, committed to organising several field trips for key decision-makers from several Member States and has participated in workshops on the key importance of the Shift2Rail JU.

To make this vision a reality and set down the foundations for the solutions that will address highlighted global trends, ERRAC published 'ERRAC Rail 2030 – Research and innovation priorities' in September 2019. This paper is based on UNIFE's nine Key Enablers and is a key document from the rail sector

→ Shift2Rail Projects



Following the announcement of calls for proposals in early 2019, 17 grants totalling €148,6mn have been awarded. UNIFE is involved (as a coordinator or partner) in 4 projects resulting from this call for proposals.

The S2R Joint Undertaking published in December 2019 its Annual Work Plan 2020 containing descriptions of the 2020 calls for proposals from both S2R members (Calls For Members) and non-members (Open Calls). As it did for previous S2R Open Calls, UNIFE organised a dedicated workshop for S2R non-members at the UNIFE Technical Plenary in December 2019.

A Finished projects in 2019



The project explored an ensemble of technical developments for future running gear for reliable, lighter, more comfortable and less noisy trains.



www.run2rail.eu



The project addressed the predicted growth of transport by introducing novel data-driven ICT solutions that enable monitoring, analysis and exploitation of energy and asset information for the entire railway system.



www.in2dreams.eu



The project aimed to improve technologies for signalling and automation by investigating new applications and solutions.



www.astrail.eu



The project developed across two thematic workstreams:

1. **Smart Maintenance:** aimed to improve current train maintenance systems
2. **Human Factors:** aimed to understand the current and future needs of rail passengers.



www.smarte-rail.eu



The aim of INNOWAG has been to develop intelligent cargo monitoring and predictive maintenance solutions that would be integrated on the novel concept of a lightweight wagon.



www.newrail.org/innowag

B Projects currently running



The main objective of the project is the adaptation of energy harvesting methodologies for trackside and on-board signalling and communication.



www.etalon-project.eu



SPRINT's objectives are to improve the performance and scalability of the Interoperability Framework, sustain a large deployment and to simplify and/or automate all the steps needed to integrate new services and sub-systems into the IP4 (Shift2Rail) ecosystem.



www.sprint-transport.eu



The main objective of the project is to implement a geo-distributed simulation and verification platform that connects GNSS centres of excellence and ERTMS/ETCS laboratories.



www.gate4rail.eu



TER4RAIL is a Shift2Rail project associated with ERRAC. In 2019, the project mapped rail innovative research and identified non-rail actors that could be valued collaborators in the future. The project has monitored new opportunities for innovative research and facilitated the cross-fertilisation of knowledge with other disciplines.

Projects launched in 2019

NEXTGEAR

Bringing together a variety of rail actors in a synergic consortium, it will contribute to the development of a new generation of running gear and the ambitious goals set by Shift2Rail for future European trains.

OPTIMA

Bringing together a variety of rail actors in a OPTIMA project will address the design and development of a communication platform to manage links with different services, or multimodal operational systems, supporting traffic management system (TMS) applications.

TRANSIT

TRANSIT aims at providing the railway community with a proven set of innovative tools and methodologies that reduce the environmental impact of rail and improve the interior acoustic comfort of vehicles.

RIDE2RAIL

RIDE2RAIL aims to integrate multiple public, private and social data sets and sources into existing transport platforms to promote an effective ride-sharing model for citizens.

European GNSS Agency activities



European
Global Navigation
Satellite Systems
Agency

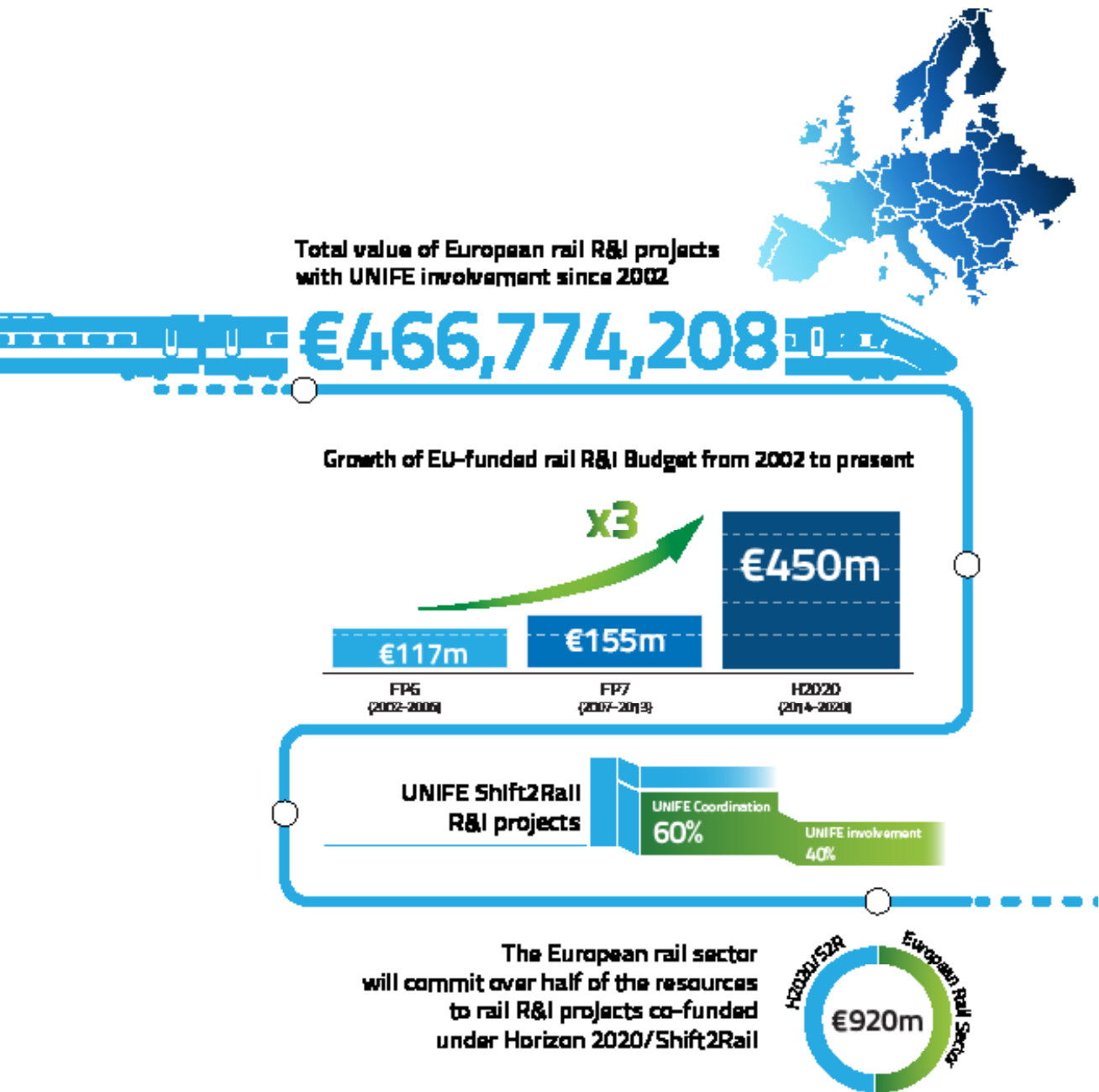
UNIFE, which is recognised by the European GNSS Agency as representing the railway industry, has been consulted throughout the year on several topics and contributed to the definition of the future of European satellite-based services. UNIFE attended several workshops and events in 2019 to discuss the usage of satellite positioning for modern signalling.



ERSAT GCC project, concluded in November 2019, aimed to launch an operational line using satellite technology into ERTMS by 2020 and to accelerate the standardisation process for the inclusion of satellite requirements into the new ERTMS specifications at the European level.



www.ersat-ggc.eu



ERTMS - ADVANCING A UNIQUE TRAIN CONTROL SYSTEM



ERTMS is at the core of the Digital Railway evolution and remains a political priority for the European Commission (EC). In recent years, significant progress has been made in winning the commitment of various stakeholders. This is evident by the EC's creation of the Deployment Management Team within the Directorate-General for Mobility and Transport (DG MOVE), which monitors the implementation of ERTMS at the Member State level and along the Core Network Corridors (CNC).

In parallel with the European deployment of ERTMS, notably its Level 2 and strong promotion for the digitalisation of rail, a number of initiatives from the railways have been recently launched. These projects aim to address the main challenges currently, or soon to be, facing the railway business.

UNISIG members fully recognise the main issues affecting the rail sector at the moment. However, suppliers want future rail sector evolution to be in line with the following pillars:

- Any new initiative has to support and accelerate the progress of the ERTMS deployment towards 2023 and 2030 targets set in the European Deployment Plan (EDP).
- The focus should be put on the timely delivery of the necessary inputs to prepare the next version of the CCS TSI (2022) and achieving game changers such as Automatic Train Operation (ATO), Hybrid L3 and the Future Railway Mobile Communication System (FRMCS).
- A common vision for the Single European Railway Area (SERA) based on efficient operation and cost-effective technical solutions must be shared by all stakeholders and be clearly defined by splitting roles and responsibilities between the different actors involved.

→ Control Command and Signalling (CCS) Platform

In 2018, the EULYNX initiative was launched by 12 European IMs in an attempt to standardise interfaces and other elements of trackside signalling systems. In 2019, the EULYNX Consortium submitted a proposal for future collaboration between UNIFE and their organisation. Such a partnership had been discussed earlier and led to an amendment of CCS Platform's framework over the past months. As a result, the UNIFE Strategy Committee has endorsed this proposal for future collaboration.

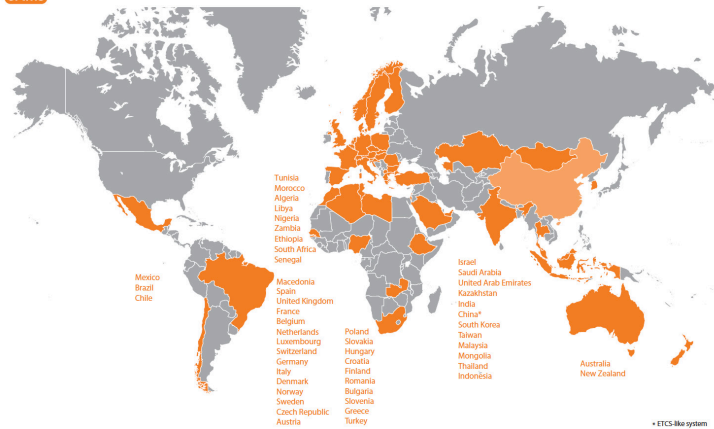
→ Latest Technical achievements

In 2018 and 2019, UNISIG continued to focus its activities on the maintenance of ERTMS specifications, including the associated Baseline Compatibility Assessment (BCA) by communicating to the ERA the specific behaviours of their on-board units possible interoperability issues encountered during the project execution phase. Furthermore, UNISIG workgroups have been working in coordination with Shift2Rail to prepare technical inputs for the next evolution of the ERTMS system, and with ERA on the evolution of the railways radio communication system and ERTMS game changers.



Global ERTMS Deployment by Country

Source: UNIFE December 2019

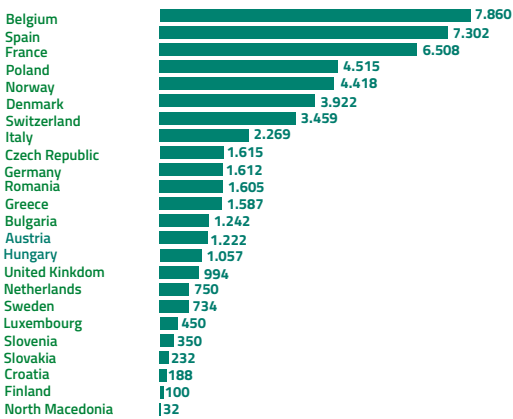


51
countries

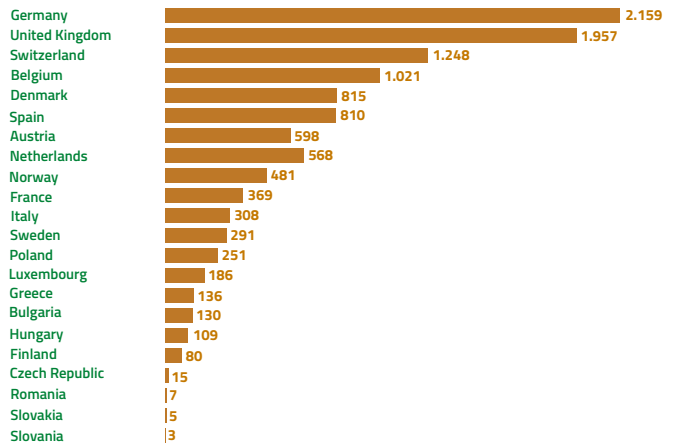
+100,000 km
of ERTMS tracks contracted

+20,000
OBUs contracted

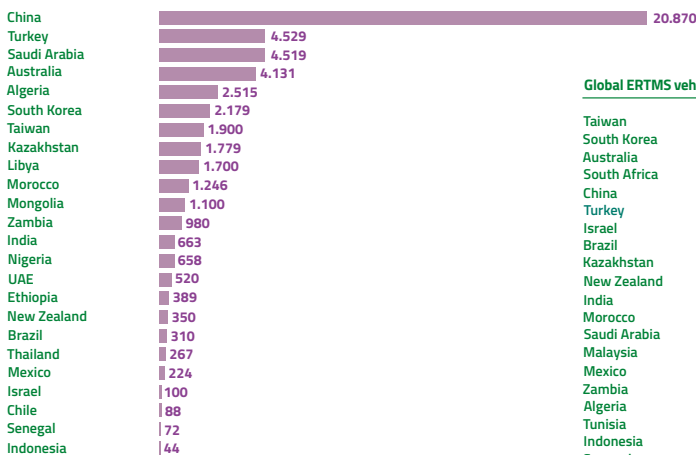
Global ERTMS contracted tracks/ by km, in Europe



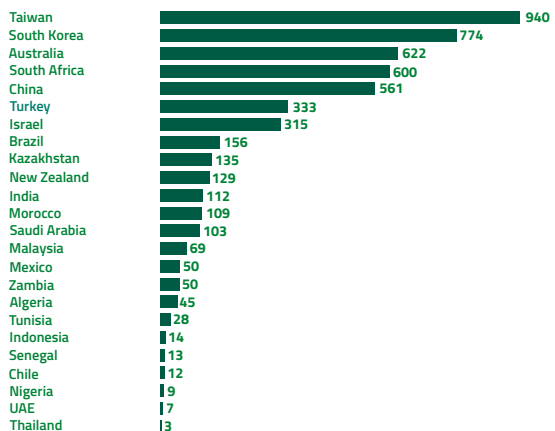
Global ERTMS vehicles contracted in Europe/ by country



Global ERTMS contracted tracks/ by km, in non-European countries



Global ERTMS vehicles contracted in non-European countries



IRIS CERTIFICATION™

The International Railway Industry Standard (IRIS) is a globally recognised system for the evaluation of business management systems unique to the rail sector. Promoted by UNIFE and supported by operators, system integrators and equipment manufacturers, IRIS complements the internationally recognized ISO 9001 quality standard, introducing rail specific requirements. IRIS boosts customer satisfaction and implements a culture of quality in the rail sector by promoting quality-focussed methods and behaviours.



→ Launch of the Addendum

The IRIS Certification™ system rev.03 set in motion a transition phase for all certified companies which lasted until the end of 2018. The success of the transition phase was demonstrable as 94% of certified companies transferred existing certificates from rev. 02 to the new rev. 03. In 2019, this trend was confirmed by 300 additional certificates, clearly confirming that IRIS Certification™ has become a trusted tool in the global rail sector.

The performance levels (which are currently only “Bronze”) will be extended to “Silver” and “Gold”. To that end, in July 2019, UNIFE launched IRIS Addendum 2019, which defines the new “Silver” level. The key word of this level is: transparency. After implementing the new elements of the certification methodology for two years, IRIS-certified organisations are required to have stabilized their processes. This will allow auditing to become a “normal” part of their quality management. Communication with the customers will also be standardised, this way “customer perception” adds value to the certification. A matrix was developed to structure of the auditors’ assessment of this element. Last but not least, the processes performance is now systematically measured and assessed with a dedicated matrix.

Information sharing and training on these changes took place during the second half of 2019. The application of the amended rules began on 1 September 2019 on. All audits performed from this date on, are audited according to the 2019 Addendum’s criteria. After a few months, we have started a feedback analysis to ensure the accuracy of the new requirements and be prepared to begin awarding “Silver” performance level from 1 May 2020 onwards. If needed, adjustments will be made in early 2020.

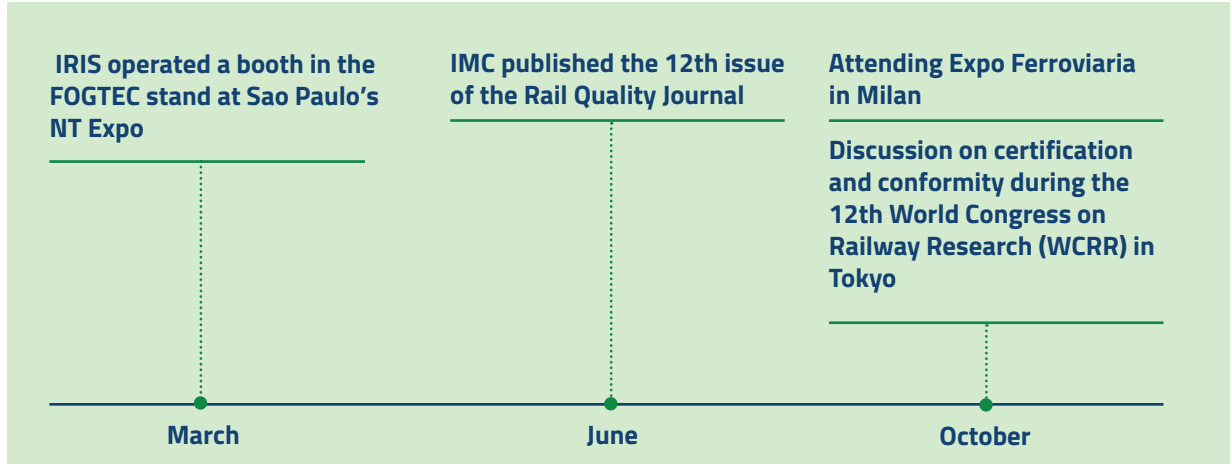
→ Control of the scheme

Several actions were reinforced in 2019 to maintain the trustful partnerships within the rail sector:

- the software used by auditors and companies, the IRIS Audit-tool, has been updated to support the updated certification process and assessment methodology evolutions.
- IRIS has continued to develop and create professional translations of its rules and assessment sheet.
- the key to developing trust: witnessing the application of the rules. In 2019, IMC has reinforced this by hiring and training Witness Auditors, namely experts from our Steering Committee members.

→ Promotion

In 2019, we took advantage of several opportunities to inform and connect with markets where the IRIS knowledge has yet to be confirmed.



→ Development of the future ISO 22163

In 2019, Bernard Kaufmann, IRIS General Manager, convened four meetings of the ISO/TC 269 Working Group 5 for UNIFE. The ballot on the current ISO/TS 22163, shared with the 22 TC members, launched at the end of 2018 and generated more than 400 comments and recommendations. The clustering of 20 themes allowed an easier handling of the points.

Discussions on the future content of the standard are currently focusing on clarification of definitions, safety requirements, process approach and measurement of results. There are a lot of connections with other standards to take into account, especially to foster the processes application towards product requirements. We have to also take care of other concurrent evolutions in referred to standards.

→ One year of International Rail Quality Board (IRQB)

After 18 leading companies have sealed the creation of the International Rail Quality Board in 2018, the board met five times and staffed seven Working groups, under IMC's coordination. This year, four new candidates were accepted to join the IRQB. On 1 January 2020, the board will be composed of 22 companies. The main activities were:

- A proposal for the "Silver" performance level which was published under the IRIS rev. 03
- Updated the "Special processes" and "Maintenance" guideline publications that will help companies to better implement their processes.
- Developed a comprehensive communication package
- First IRQB presence at DB Rail Forum: On 1-2 October 2019, DB AG organised the 5th Rail Forum in Berlin. The event and accompanying conferences hosted 125 stands and 1600 attendees. IRQB had a stand in the main hall and welcomed numerous stakeholders who were eager to know how the rail sector will push IRIS Certification™ in the near future.

A network that counts!





UNIFE Associate Members



Your journey starts here!



Get a direct line to the decision-makers creating the regulations that will shape the future of our industry



Get the latest need-to-know information about the rail industry as soon as it's available



Guide our advocacy strategy and share best practices around a wide range of subjects

**BECOME A MEMBER OF UNIFE – and get access,
influence and visibility where it counts!**



More information on our website!
www.unife.org



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Joint Undertaking



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