

ANNUAL REPORT 2025



# European Rail Supply Industry







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## Message from Michael Peter, UNIFE Chair

2025 was a year of profound change and remarkable progress for Europe's rail supply industry. Together, we continued to drive innovation, strengthen our global competitiveness, and reinforce the essential role that rail plays in building a more sustainable, connected, and resilient Europe.

At the policy level, we made important headway with a promising EU budget proposal for transport and research, steps toward a fairer playing field through new investigations under the Foreign Subsidies Regulation, and momentum behind the EU's high-speed rail vision.

However, there are some areas of concern, and we must address the limited ambition to address the mounting regulatory burden, especially in the digital domain.

Looking back on 2025, our sector demonstrated that we maintain stability and serve as a catalyst for transformation. This was amidst a backdrop of changes in U.S. policy, geopolitical instability, strategic realignment in Europe and increased investments in security and defence.

At the same time, our industrial landscape evolved rapidly. Artificial Intelligence arguably made its largest leap forward yet, and it is impressive to see how our sector is securely integrating it into

predictive maintenance, fleet management, and safety-critical systems.

The urgency to embrace technology and digitalisation, and to continue our mission, was underscored by continued climate incidents. We saw record heatwaves and wildfires in Southern Europe, droughts that reduced the Rhine River to half its normal range by April, and destructive flooding across Central Europe. Alone, these incidents are a call to action. Combined, these are a severe emergency alarm. Transport remains responsible for one-fifth of Europe's CO<sub>2</sub> emissions, and if Europe is serious about decarbonisation, rail must be at the top of the agenda.

We can take heart that this was recognised with a strong EU budget proposal for €81 billion for Connecting Europe Facility, with €51.5 billion dedicated to transport.

We can also be encouraged by the level of ambition in the EU High-Speed Rail Plan. The announced increased role of European Union Agency for Railways (ERA) and the upcoming 2026 ERTMS® Deployment Plan will be critical for Europe's long-term interoperability.

I am concerned however by the lack of specific funding commitments to realise Europe's High-Speed Plan, as well as by the EU intention for co-creation of the next EU generation of high-speed trains. Standardising high-speed trains is not the right way forward, as it would hamper innovation and competition. Let us focus instead on delivering on the long-standing ambition of comprehensive ETCS deployment – as was recently achieved in Belgium.

In other areas, we should have seen more progress. The Data Act, AI Act, and Cyber Resilience Act all impose significant compliance obligations, and the Digital Omnibus Simplification proposal introduces only modest improvements. Europe must ensure that regulation empowers innovation rather than adding to administrative burden. We also need to see more from the Global Gateway initiative that has seen very few projects materialising, and ERTMS® roll-out remains inconsistent across Member States.

Yes, there are many challenges, but I am very optimistic. The year ahead will be pivotal for EU rail suppliers, with three priorities at the forefront:

- ▶ Safeguarding ambitious rail investment levels in the ongoing EU budget negotiations
- ▶ Further strengthening Europe's level-playing-field instruments
- ▶ Advancing meaningful simplification in the authorisation and regulatory landscape

UNIFE and its members have the expertise, vision, and unity to ensure Europe continues to lead the world in rail technology, sustainability, and industrial innovation.

I would like to extend my gratitude to the UNIFE Director General Enno Wiebe, the UNIFE secretariat, all UNIFE members, and the entire rail community for the collective effort that made 2025 a year of progress and positive change. I would also like to express my appreciation for the new strategic impulse given by ERA's Executive Director Oana Gherghinescu, as her leadership will be vital in taking on increased responsibility in eliminating national technical rules and advancing interoperability.

Please continue your great efforts in supporting our work, amplifying our voice in Brussels, and advancing the interests of the European Rail Supply Industry. I look forward to seeing you at the UNIFE General Assembly in Brussels and at InnoTrans 2026 in Berlin!



Michael Peter  
Chair of UNIFE, and CEO of Siemens Mobility



## Message from Enno Wiebe, UNIFE Director General

2025 was a year of building, where we rolled up our sleeves and made decisive changes to how we work. We needed to maximise our impact on behalf of the European Rail Supply Industry, and as an organisation we put together a plan, and fully executed it.

Just twelve months on from deciding on a dynamic new direction, the benefits are beginning to show, and our footprint is stronger than ever before because of it.

In a defining year for UNIFE, it was marked by two highly relevant and forward-looking EU Council Presidencies, who we ensured focused on rail's challenges, and showed how relevant they were to Europe's challenges.

In the first half of the year, the Polish Presidency placed a highly valued emphasis on industrial competitiveness and hosted numerous discussions on rail transport. This momentum was continued in the second half of the year by the Danish Presidency, which focused on costs and cost reduction in the rail sector – particularly in the signalling domain facilitating ERTMS® becoming a long-term success.

These priorities provided two essential impulses for our rail supply industry and closely aligned with the core objectives of UNIFE's ongoing work of strengthening our competitiveness and excellence as industry.

Throughout the year, we further intensified and expanded our engagement with key stakeholders. Our outreach to the European Commission and the European Parliament increased, while our dialogue with the Member States remained robust and constructive.

It was important for us to establish a strong working relationship with the new Executive Director of the European Union Agency for Railways (ERA), Oana Gherghinescu and her hard working team. In this endeavour, we have been successful.

Cooperation with the other rail sector stakeholders – particularly those from the rail operating community – continued and remains at an excellent level.

In terms of policy priorities, we dedicated significant efforts to the crucial issue of simplification, cybersecurity, and public procurement, as well as to the continued advancement of ERTMS® including FRMCS, high-speed rail and vehicle authorisation.

At the same time, we broadened our portfolio by addressing new and emerging topics, notably military mobility. Across these areas, our work was both substantive and profound. Further to this, we actively and consistently advocated for the continuation of research and development under a future European framework programme.

A major milestone in 2025 was the laying of the foundation for the digitalisation of our World Rail Market Study (WRMS), one of UNIFE's flagship products. Considerable effort is being invested to ensure its success, with the clear objective of presenting a fully digitalised version at InnoTrans 2026. In research and development, we provided leadership through project management, made substantial contributions to ongoing initiatives, and helped launch new activities in this area, ensuring alignment with the association's overarching policy objectives.

Over the course of the year, UNIFE further consolidated its role as a trustworthy, knowledgeable, and reliable partner. Within the framework of the Global Gateway, our activities focused primarily on

Latin America, while also maintaining engagement in South Africa and Central Asia. Vietnam became increasingly important.

How we communicate remained a key priority for the organisation. We began to signal our views and policy preferences with a fresh new media outreach, striking a strong and passionate tone. It is clear this has been effective and succeeding in making complex technical and political issues accessible, particularly for decision-makers at political level. This is evidenced by the fact that many outlets across Brussels and the wider European rail media increasingly seek our opinion, and request our advice and support.

We also strengthened our cooperation with national associations and laid important groundwork in 2025, with a range of initiatives that will bear fruit in 2026. Through our presence at numerous trade fairs across Europe, we maintained longstanding relationships, forged new ones, showcased the work of the association, and welcomed new members.

Internally, 2025 was a year of consolidation and renewal. We continued to build and rejuvenate the UNIFE team and filled vacant positions. IRIS Certification® and IMC continue to evolve. After addressing initial setbacks, we have intensified our efforts, focusing on consolidation and strategic realignment to strengthen this essential pillar of UNIFE.

The digitalisation of all UNIFE work processes advanced significantly, alongside improvements in internal communication, interface management, and cross-team exchange. At the same time, we made our processes more efficient and achieved cost savings - always with the objective of shaping a leaner, more agile, and more effective UNIFE.

With all that has been achieved, we are fully aware that there is more to be done, and that our evolution as an organisation is not yet complete. New policy issues will emerge in 2026, and we are determined to continue strengthening UNIFE as an organisation.

The year 2025 laid the groundwork for the next leap forward. In 2026, we aim to invest further, expand our activities, and present ourselves even more strongly as a high-performing, reliable, and creative partner - both on the European stage and for our members.

In all our activities, we have consistently placed our members and their interests at the centre of our work. We have experienced strong support for our activities and a high level of interest in our communications, and we were particularly pleased by the positive and constructive atmosphere at our General Assembly in Warsaw.

2025 was an important milestone in our transformation. I am excited to see where we will be placed after 2026, where we will continue to chase excellence and seek even greater impact.



Enno Wiebe  
Director General of UNIFE





# UNIFE in 2025

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# UNIFE Mission

“Promoting Rail Market Growth for Sustainable Mobility”

1

**Promoting** European policies and programmes favourable to rail

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2

**Working** towards an interoperable and efficient European railway system

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3

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

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4

**Providing** UNIFE Members with strategic and operational knowledge

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# How UNIFE Works

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

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

III.

## European Rail Research

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

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 2292** IRIS Certification® certificates issued worldwide

# Who we work with

## EU institutions



## Industry / Trade



## Others



WORLD  
RAIL  
MARKET  
STUDY

**IRIS**<sup>®</sup>  
Certification

**IRQB**<sup>®</sup>  
INTERNATIONAL RAIL QUALITY BOARD

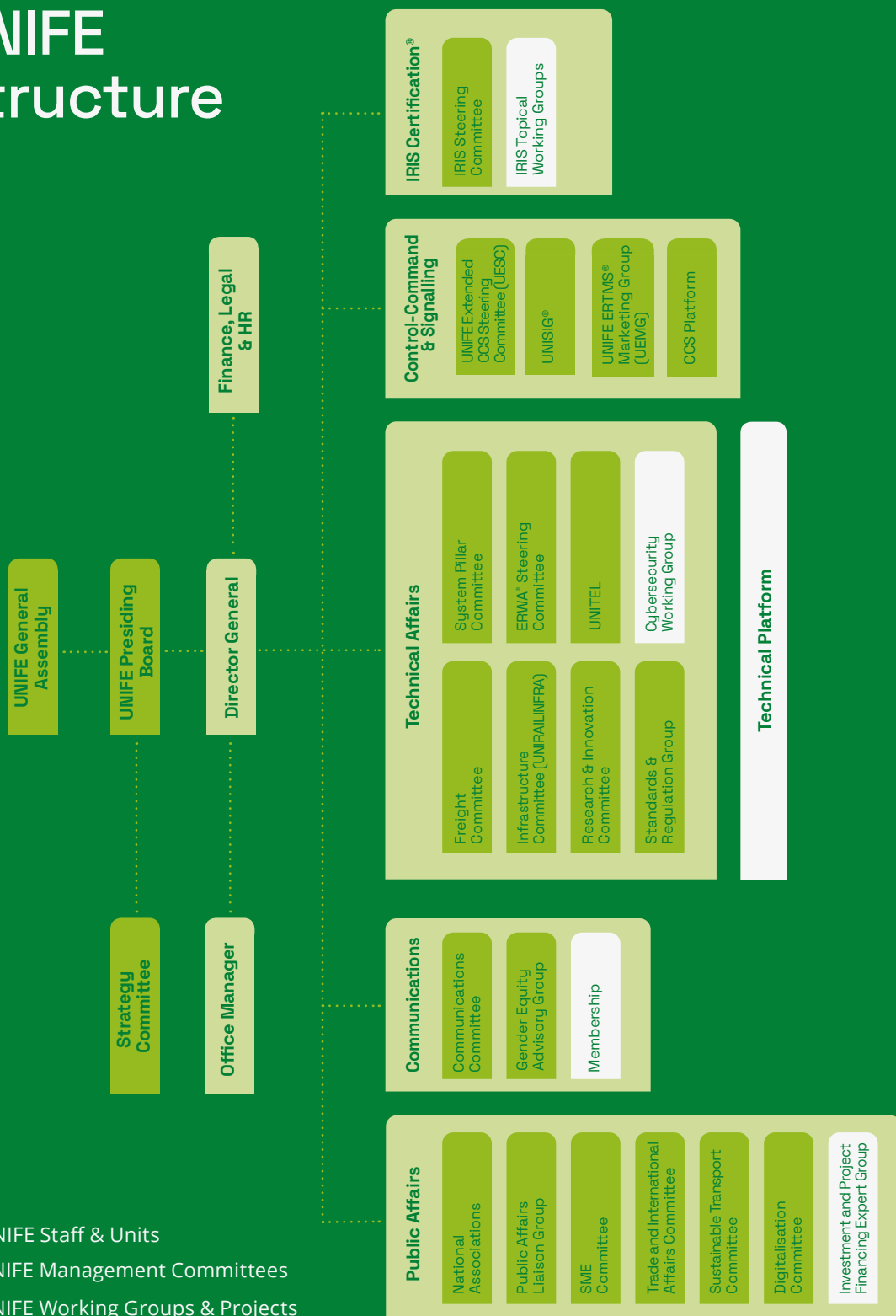


**unife**  
THE EUROPEAN RAIL



# UNIFE Structure

- UNIFE Staff & Units
- UNIFE Management Committees
- UNIFE Working Groups & Projects



# 2023-2026 UNIFE Presiding Board



**Michael Peter**

UNIFE Chair  
CEO, Siemens Mobility

## Members of the Presiding Board



**Henri Poupart-Lafarge**

CEO, Alstom



**Nicolas Lange**

Member of the Executive Board and Responsible for the Rail Vehicle Systems division, **Knorr-Bremse AG**



**Javier Martínez Ojinaga**

CEO, CAF Group



**Augusto Mensi**

CEO, Lucchini RS



**Pascal Schweitzer**

CEO, Faiveley Transport



**Giuseppe Marino**

CEO, Hitachi Rail Group



**Roger Dirksmeier**

Managing Director, **FOGTEC**  
(representing the UNIFE SME Committee)



**Franz Kainersdorfer**

Member of the Management Board,  
**Voestalpine AG**

# UNIFE Committees and Working Groups

The **Presiding Board** is UNIFE's highest committee. It is responsible for the management of the association. The Board takes any measure or action required to achieve the objectives and general policies of the association. This body reviews applications for membership before they are submitted to the General Assembly for ratification. The Presiding Board is composed of 9 members elected by the General Assembly, every three years. One seat on the Presiding Board is reserved for the Chair of the UNIFE SME Committee.

The **Strategy Committee** steers UNIFE activities and advises the Presiding Board on all strategic and political issues. It is composed of high-level managers representing the association's most prominent members.

The **Technical Platform** brings together all UNIFE Members and equally covers all EU research, technical harmonisation and standardisation matters. The platform regularly reports on relevant developments and the Association's activities at EU level standardisation bodies. It also shares news regarding the Association's R&I projects, including **Europe's Rail Joint Undertaking**. The Technical Platform communicates changes within the regulatory framework in regards to **the European Union Agency for Railways (ERA)** and the **European Commission** (i.e. DG MOVE, DG RTD, DG CONNECT, etc.). This body enables all members to have a better understanding of current EU rail technical issues, their background and their implications for the industry in Europe and beyond.

The UNIFE **Freight Committee** gathers companies active in the rail freight business and aims to strengthen the position of the industry within the European institutions' policy priorities. This committee provides its members with information and support on EU R&I funding opportunities, rail freight policy developments and participation in

EU lobbying on pertinent rail freight developments, including discussions concerning ongoing and upcoming TSIs/Standards, as well as following the Digital Automatic Coupling activities at European level including the work of the Task 4 of Europe's Rail System Pillar.

**UNIRAILINFRA** is a consensus-building platform focused on rail industry infrastructure at a pre-competitive stage. It promotes investment and innovation in the railway infrastructure and energy areas. UNIRAILINFRA brings together companies specialising in the manufacturing and supply of fixed railway equipment linked to the infrastructure and energy subsystems with companies that design, construct and maintain those products. This committee provides its members with information and support on EU R&I funding opportunities, rail infrastructure policy developments and participation in EU lobbying on pertinent topics such as public procurement, investment and revision of TSIs/standards.

The **Research and Innovation (R&I) Committee** is responsible for monitoring European rail research opportunities and preparing recommendations. It is responsible for the regular exchange of information on European rail research, including updates pertaining to Europe's Rail Joint Undertaking, discussions on Horizon Europe R&I work-programmes and the definition of railway suppliers' R&I positions. The committee also drafts common positions that will be defended at the EU level. Its purview also includes contributing to ongoing initiatives such as ERRAC, Europe's Rail and European Commission consultations on R&I. This committee is also following the preparation of the upcoming European Research Framework Programme (FP10).

The **UNIFE System Pillar Committee** is responsible for the definition of the overall strategy and strategic guidance of UNIFE regarding Europe's Rail



System Pillar activities. This committee is following Europe's Rail System Pillar activities and aims at defining UNIFE's position on the strategic topics discussed in the System Pillar. This committee is composed notably of UNIFE Europe's Rail Founding Members and members of the UNIFE Strategy Committee. This committee is working in close contact with UNITEL, UNISIG®, SRG and the UNIFE Freight Committee.

The **UNIFE System Pillar Technical Group** is responsible for the follow-up of the Task 1 of Europe's Rail Joint Undertaking dealing notably with the definition of the high-level architecture of the European railway system. It defines UNIFE's position on strategic topics linked to the evolution of the European railway system. The Committee brings together representatives from UNITEL, UNISIG® and SRG and reports to the UNIFE System Pillar Committee.

The **Standards and Regulation Group (SRG)** steers UNIFE's technical activities pertaining to the European regulatory framework i.e. the Railway Interoperability and Safety Directives, TSIs, and standardisation, in Europe and abroad. The SRG coordinates the UNIFE positions towards the European Union Agency for Railways (ERA) and the Group of Representative Bodies (GRB). The SRG is composed of the standardisation, regulation and authorisation managers from UNIFE's main system integrators and subsystem suppliers.

The **European Railway Wheels Association (ERWA®)** aims at promoting usage benefits, lifecycle cost reduction and standardisation of railway wheels and wheelsets. Its mission includes developing standards and promoting innovation in safety and environmental friendliness. The group also encourages the adoption of best practices across the European market. The ERWA® Steering Committee is composed of CEOs from European wheels and wheelsets manufacturers. It is supported by the Development Committee, which analyses political issues, market strategy and communications; and the Technical Committee, which deals with standardisation, regulation and research.

The **Digitalisation Committee** focuses on developing digital technologies in the rail sector from a political, technical, and business perspective. The main objectives of the Committee are to bring the rail supply industry's view to the centre of the EU-level digital debate. In addition, the members aim

to understand better the potential opportunities and challenges of digitalising rail transport.

The **Cybersecurity Working Group** brings together the association's member companies that possess significant cybersecurity expertise. This working group's main objective is to provide UNIFE members with a forum to discuss and identify opportunities for cybersecurity cooperation within the European rail sector, strengthening its position when compared to competitors and other stakeholders. This working group is responsible for the follow-up of the implementation of the Cyber Resilience Act and the coordination at sector level through the rail sector cybersecurity platform.

**UNISIG® Committee** is the technical body responsible for the development, maintenance, and updating of the ERTMS® and CCS/TMS technical specifications. For ERTMS® in particular, this process is carried out in close cooperation with the European Union Agency for Railways (ERA). Within the membership of UNISIG®, there are three categories: full members, associated members, and partners. UNISIG® is governed by a Steering Committee (SC) comprised of senior technical managers from the full members, and is supported by a technical authority known as the Supergroup (SG), which consists of highly qualified ERTMS® experts from each of the full members. The detailed technical work of UNISIG® is carried out in Work Groups (WGs) responsible for specific technical specifications or in Mirror Groups corresponding to ERA's Working Groups, where UNISIG® is represented by appointed experts.

The **UNIFE Extended CCS Steering Committee (UESC)** coordinates UNIFE's strategic and political ERTMS® activities. UESC members regularly liaise with European Commission (DG Move) and European Railways Agency (ERA) representatives to address any political issues related to ERTMS® and organise high-level meetings between European bodies representatives and Signalling companies' CEOs and/or Directors.

The **UNIFE ERTMS® Marketing Group (UEMG)** is tasked with coordinating any marketing activities related to the **European Rail Traffic Management System (ERTMS®)**. This includes collecting and disseminating deployment statistics, planning events, generating common publications such as factsheets, flyers, and brochures, as well as managing the ERTMS® website.

The **Control Command and Signalling Platform (CCS-P)** is a platform aiming at exchanging on control command and signalling topics. The platform is an information and sharing platform focusing on the progress of Europe's Rail Joint Undertaking System Pillar activities especially regarding Task 2 of the System Pillar dealing with Control Command and Signalling.

The **UNITEL Committee** focuses on the development and implementation of the future railway mobile communication system (FRMCS), the inherent successor of GSM-R, as part of the future ERTMS® and interoperable railway. UNITEL brings together the major railway telecommunications products suppliers and companies that have significant experience in current GSM-R and future railway systems. The committee members aim to ensure that the railways communication system fulfils existing and future signalling, train control and traffic management requirements, as well as supports European railway research initiatives.

The **National Associations Committee** gathers the directors of 12 national rail associations from 11 different EU Member States, collectively representing more than 1,000 large- and medium-sized European rail supply companies. As UNIFE Associate Members, these organisations promote our positions domestically while elevating national concerns to the European level.

The **Public Affairs Liaison Group (PALG)** brings together representatives of full UNIFE Members responsible for EU and national advocacy. It discusses lobbying strategies concerning important EU political files. It also identifies synergies between the association and its membership for impactful lobbying activities and campaigns.

The **SME Committee** is a platform of 45 UNIFE Members to share information and learn about EU policies impacting SMEs and available EU funds accessible to them. The committee is working to facilitate SME member access to EU funding support schemes, and to understand the impact of EU policies in the fields of industry, environment, intellectual property, investments, digitalisation, skills, and others. UNIFE is supporting its SME members through the SME Committee by reporting on the latest developments at the EU level and sharing best practices to learn from each other.

The **Trade & International Affairs Committee (TIAC)** oversees the monitoring of EU trade negotiations and instruments with potentially significant implications for the European rail supply industry and coordinating UNIFE's responses. The Committee also focuses on public procurement, be it at international or EU level. TIAC is also a platform for the exchange and dissemination of information on bilateral cooperation activities undertaken by UNIFE in international markets.

The **Sustainable Transport Committee (STC)** brings together the rail supply industry's leading experts on sustainability-related topics. The STC defines the strategy and carries out UNIFE's activities in the field of sustainable mobility, climate crisis, energy efficiency, urban mobility, circular economy, sustainable finance (EU Taxonomy) and any other relevant EU policy initiative. The STC coordinates the activities of three technical expert bodies, named Topical Groups: the *Life-cycle Assessment Topical Group* (LCA TG), the *Chemical Risks Topical Group* (CR TG), and the Corporate Sustainability Reporting Directive Working Group (CSRD WG).

The **Investment and Project Financing Expert Group** brings together high-level executives responsible for EU funding and financing, finance and corporate relationships with financial institutions, such as the European Investment Bank (EIB) and national export credit agencies. This committee explores and assesses EU funding avenues for rail related projects, including Public Private Partnerships (PPPs). The Expert Group advocates for providing enabling conditions and appropriate regulatory EU and international funding frameworks for rail.

The **International Railway Industry Standard (IRIS) Certification® Steering Committee** was established in 2006 and is composed of high level representatives from the UNIFE system integrators and equipment manufacturer membership. This steering committee is the UNIFE working group responsible for IRIS Certification® operational management and decisions regarding resources, contracts and financial budgeting. In 2025, the IRIS Certification® Steering Committee established the Technical Advisory Group (TAG), consisting of appointed members tasked with overseeing and supporting the IRIS Management Centre in its technical operations and initiatives.

The **UNIFE Diversity and Inclusion Task Force**, formerly the *Gender Equity Advisory Group*, works to assess and enhance inclusivity across the rail supply industry. Its mandate covers all dimensions of diversity (e.g. gender, race, disability) evaluating both the current landscape and future needs of the industry. The Task Force plays a key role in implementing the diversity-related activities of UNIFE's skills strategy, which include the publication of reports, the organisation of events, and active participation in diversity-related platforms of which UNIFE is a member. In addition, the Task Force provides recommendations and inputs for sectoral and institutional papers, aiming to identify barriers faced by diverse talent seeking meaningful careers in rail.

The **UNIFE Communications Committee** steers the UNIFE Communication Strategy. It is composed of the Communications Directors of UNIFE members.

## UNIFE Technical Working Groups

- ▶ Aerodynamics
- ▶ Brakes
- ▶ Cabin
- ▶ Chemical Risks
- ▶ Crash Safety
- ▶ Diesel
- ▶ Electromagnetic Compatibility (EMC)
- ▶ Energy
- ▶ Entity in charge of maintenance (ECM)
- ▶ Fire Safety (SRT)
- ▶ 1520 Gauge vehicles
- ▶ Infrastructure
- ▶ Life Cycle Assessment (LCA)
- ▶ Noise
- ▶ Persons with Reduced Mobility (PRM)
- ▶ Railway Dynamics
- ▶ Rolling Stock
- ▶ Safety Assurance
- ▶ Signalling
- ▶ Special Vehicles
- ▶ Telematic Application for Passengers & Freight (TAP & TAF)
- ▶ Train Control Management System (TCMS)
- ▶ Vehicle Authorisation
- ▶ Wagon (WAG)





# European Affairs

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# European Affairs

The competitiveness of European industry has increasingly come into focus, drawing the attention of policymakers at the highest levels. The growing and more assertive competition from outside the European Union is being recognised and addressed with greater urgency. This heightened awareness has created momentum that UNIFE has leveraged to ensure that the topics critical to our sector - and to the competitiveness of European rail - are prominently placed on the agenda.

Over the past year, UNIFE has worked diligently to advance the interests of our members and the wider European rail ecosystem. We have engaged with decision-makers at both the national and European levels, providing expertise, guidance, and advocacy on issues ranging from public procurement and standardisation to innovation and sustainability. These efforts are designed not only to strengthen the position of European rail in a competitive global environment but also to ensure that our industry remains a driver of technological progress and economic growth.

## 1. Industrial Policy

### a. The Competitiveness Compass

On 29 January 2025, President Ursula von der Leyen presented the **Competitiveness Compass for the EU**, the European Commission's first major initiative of its new mandate, outlining a **comprehensive strategy to strengthen Europe's industrial base**. Building on the recommendations of the **Draghi** and **Letta** reports, the Compass sets a five-year roadmap to enhance innovation, align decarbonisation with competitiveness, and improve Europe's economic security. It identifies three core pillars – closing the innovation gap, developing a joint roadmap for decarbonisation and competitiveness, and reducing dependencies while increasing security, which is supported by five horizontal enablers.

The strategy focuses on strengthening Europe's capacity to innovate and produce by **expanding support for research, digitalisation, and advanced technologies**, while accelerating the shift to clean and competitive industries that can grow sustainably. It also aims to make Europe more resilient by **securing access to critical resources and reducing external dependencies**. To make these goals achievable, the Commission proposes

simpler and more predictable rules for businesses, a more integrated Single Market, better access to funding for strategic projects, investment in skills and quality jobs, and a closer coordination between EU and national efforts.



European Commission President **Ursula von der Leyen** presenting the Competitiveness Compass for the EU

**The Competitiveness Compass represents a crucial policy framework that directly supports the European rail supply industry priorities.**

Its emphasis on innovation, decarbonisation, and industrial resilience aligns with UNIFE's calls for a coherent European industrial strategy, which fosters technological leadership and sustainable growth. The strengthened focus on supply chain security, skills, and Single Market integration will benefit the rail industry's ability to operate, invest, and export within a stable and supportive regulatory environment. UNIFE plans to closely follow the mentioned legislative pieces and contribute to ensuring that benefits for our industry are enhanced.

## **b. The Clean Industrial Deal**

The European Commission's Clean Industrial Deal is **a comprehensive strategy to boost industrial competitiveness while accelerating decarbonisation and innovation across the EU**. It focuses on energy-intensive and clean-tech sectors, which aims to make decarbonisation a driver of growth and to strengthen Europe's industrial resilience, amid high energy costs and global competition. **Central to the Deal are regulatory simplifications, affordable clean energy access, and major financial support**, over €100 billion, through instruments such as a new State Aid Framework, an Industrial Decarbonisation Bank, and enhanced InvestEU and EIB initiatives.

For the rail supply industry, this initiative reinforces a stable policy and investment framework to advance electrification, clean manufacturing, and sustainable mobility solutions that are core to UNIFE's priorities.

Two particularly relevant pillars for UNIFE are the **Public Procurement Directives** and the forthcoming **Circular Economy Act (2026)**. Together, these measures establish a policy framework that supports rail as a cornerstone of Europe's clean, circular, and competitive industrial future.

## **c. Competitiveness of the Rail Supply Industry Expert Group**

Throughout 2025, UNIFE continued using the European Commission Expert Group on the Competitiveness of the Rail Supply Industry as the platform to voice the needs and concerns of the European rail supply industry towards the EU institutions and the Member States.

**On 18 September, a meeting was held in Brussels to discuss key issues and strategic priorities for the European Rail Supply Industry.** The discussions focused on the positive global market trends and the declining global market openness, on the recent proposals from the European Commission on the Multiannual Financial Framework (MFF), on EU public procurement (from



Meeting of the EC Expert Group on the Competitiveness of the Rail Supply Industry, 18 September 2025



the upcoming revision of the directives to the Foreign Subsidies Regulation), on Global Gateway, and on Military Mobility.

Looking forward, **the continuation of the European Commission Expert Group beyond 2025 will be much-needed** to maintain our constructive dialogue and collaboration with the different Directorates-General (DGs) of the European Commission, the Member States, and the railway operating community. The mandate renewal will be accompanied by a call for applications to join the Expert Group.

#### d. UNIFE's event on competitiveness at SIFER

On 25 June 2025, UNIFE Director General Enno Wiebe participated in the **opening session of SIFER, the International Exhibition of Railway Technology held in Lille, France**, along with Philippe Tabarot, Minister for Transport of France, Matthieu Chabanel, Chairman and CEO of SNCF Réseau, and Patrick Jeantet, *Chairman of the Fédération des Industries Ferroviaires (FIF)*. While the speakers confirmed the dynamism of the French market and the increasing demand, it was also

highlighted that funding and financing remain a major challenge to ensure the sustainability of rail investments, particularly to modernise the network and deploy key rail technologies such as ERTMS®.

Later that day, **UNIFE convened a panel session titled: "Resilience in the face of challenges: How to enhance the competitiveness of the European Rail Supply Industry?"**. Amidst growing challenges such as the uncertain international context, unfair competition or administrative and regulatory burden, Enno Wiebe (Director General) brought together representatives from the three main European institutions: Christophe Grudler (MEP Renew, France), Lorena Ionita (Deputy Head of Unit for Mobility, DG GROW, European Commission), Adrien Thirion (Deputy Assistant Director of Transport Equipment, Mechanics and Energy, Direction Générale des Entreprises, France), and industry representative Nicolas Erb (Director for European Affairs, Alstom). He then led discussions on the needs of the European Rail Supply Industry, from a simplified and stable regulatory framework to a more strategic public procurement framework and adequate funding for R&I allowing a successor to Europe's Rail Joint Undertaking. A strong convergence was noted from the different speakers on the challenges and the possible solutions to overcome them.



Panel session on competitiveness at SIFER, 25 June 2025

## 2. Public Procurement Directives

**Public procurement is by far the predominant and most common process for funding rail projects in Europe**, especially taking into account the various funding and investment opportunities for rail in the EU, including in the upcoming Multiannual Financial Framework 2028-2034.

In July 2024, European Commission President Ursula von der Leyen had already announced in her **political guidelines for the next European Commission (2024–2029)** that *“we must also make better use of public procurement.”* She committed to **proposing a revision of the Public Procurement Directives to enable a preference for European products in certain strategic sectors**, ensure EU added value for citizens, and strengthen security of supply for vital technologies, products, and services.

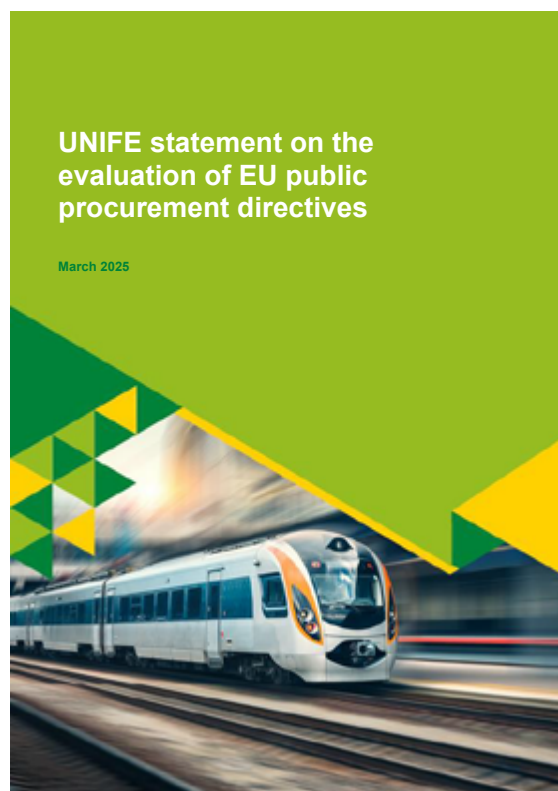
Following these announcements, the European Commission launched a **public consultation in March 2025** to evaluate the 2014 public procurement framework. UNIFE actively contributed to this process with a detailed **statement**, recognising the importance of assessing the existing framework while stressing the need to advance with a legislative proposal during the first half of 2026. UNIFE urged the Commission to prioritise key areas for revision and ensure coherence and simplification. In particular, UNIFE called for greater uniformity, suggesting that the existing directives could be merged, and supported stronger provisions on Best Price Quality Ratio and European preference.

In May 2025, UNIFE was invited to contribute to the **targeted consultation on public procurement within the utilities sector**, an important recognition of the rail supply industry’s strategic role in European procurement.

The association also played an active role in shaping the debate at the European Parliament level, with the **IMCO Committee’s own-initiative report on public procurement** adopted in September. The final report sent a clear message to the European Commission as it prepares its 2026 review of the directives. It echoed many of UNIFE’s long-standing priorities, notably the need

to move away from the *“lowest price only”* approach, as well as to enhance flexibility, transparency, and procedural simplification. The report also addressed concerns over **unfair competition and third-country participation**, calling for a European preference in strategic industries and reaffirming that non-EU bidders should only participate when reciprocal market access exists.

In December 2025, UNIFE submitted a **comprehensive position paper to the European Commission’s public consultation on the future public procurement framework**, reaffirming the industry’s priorities for a simplified, coherent, and strategic EU public procurement system with European preference at its core. In parallel, the 2026 Commission Work Programme confirmed that a legislative proposal for a **new, consolidated “Public Procurement Act” is expected in the second quarter of 2026**, a development that UNIFE and its members plan to follow closely and contribute to proactively.



UNIFE Statement on the evaluation of EU public procurement directives, March 2025



Jonathan Nguyen, Head of Public Affairs, UNIFE

In addition, throughout 2025, **UNIFE engaged extensively with institutional stakeholders and a broad coalition of trade associations** across the mobility, rail, and industrial sectors (including CER, EIM, UITP, Eurocities, Orgalim, and representatives of the construction industry).



Lastly, in 2025, UNIFE chaired two meetings of the **AEGIS Europe** alliance's **Working Group on Public Procurement**, which gathers several industry associations driven by common interests and challenges in the field. Along with UNIFE, AEGIS Europe continues its efforts to promote a fair European and international public procurement framework towards the European institutions and individual Member States.

### 3. Foreign Subsidies Regulation

The Foreign Subsidies Regulation (FSR) entered into force in 2023, when the reporting obligations required the notification of financial contributions, in the context of public procurement procedures and takeovers.

In April 2025, UNIFE was invited by the European Commission to participate in a **targeted consultation on the draft FSR Guidelines**, scheduled for adoption in January 2026. The consultation sought stakeholder feedback on several technical aspects of the Regulation, including the assessment of distortions of competition caused by foreign subsidies in the context of public procurement, the application of the balancing test, and the Commission's powers



to request prior notifications below existing thresholds. UNIFE provided detailed input to this consultation and also contributed to the **joint position paper** prepared by AEGIS Europe, of which it is an active member.

In September 2025, UNIFE submitted **comments on the European Commission's public consultation on the draft FSR Guidelines**. UNIFE welcomed the Commission's progress and acknowledged the importance of the Guidelines to ensure a consistent and predictable application of the FSR. In its submission, UNIFE underlined that while the draft strikes a sensible balance, the text could benefit from greater clarity and conciseness. The draft Guidelines will be further discussed with the Member States' FSR Advisory Committee in late 2025 before publication in early 2026.

Last but not least, in November 2025, UNIFE contributed with a detailed position paper to the Commission's **public consultation on the upcoming review of the FSR**, which the Commission will undertake in July 2026. UNIFE insisted here on a number of key priorities, including strengthening the enforcement of the instrument, lowering the threshold for public procurement notifications, and reducing the administrative burden for industry.

On top of this, **UNIFE was active, contributing to various events**. In April 2025, UNIFE spoke on public procurement in the FSR at the ComplLaw event organised by Informa Connect in Brussels.



AEGIS Europe welcomes the opportunity to submit its input to the European Commission on the upcoming Guidelines requested by 13 January 2026 as per Article 46 of the Foreign Subsidies Regulation (FSR).

First of all, AEGIS Europe would like to reaffirm that the Foreign Subsidies Regulation represents **an important trade autonomous tool to protect the European Industry's competitiveness and guarantee a level playing field on the Single Market**, be it for public procurement or concentrations.

**Regarding articles 4 and 5 of the FSR on the identification of subsidies most likely to distort the internal market**, AEGIS Europe believes that a number of foreign subsidies should be considered to have a distortive effect on a *per se* basis, notably all subsidies to beneficiaries active in sectors:

- Characterised by structural excess capacity,
- Featuring high-tech and/or dual-use products to a significant extent; or,
- Designated as strategic by the government providing the subsidies (e.g. in policies such as Made in China 2025).

Also to be considered distortive *per se* should be foreign subsidies to operators which have privileged and/or protected access to a significant non-EU market, especially if the non-EU market is the operator's domestic market. The ability of non-EU companies to accept unfavourable or unconventional contract conditions should also be deemed as an indicator of such companies receiving a subsidy. Finally, these indicators should be assessed collectively rather than separately.

**Regarding the balancing test**, AEGIS Europe insists that a balancing assessment must start from the presumption that there is a fundamental and strong EU interest in favour of removing the effects of distortive foreign subsidies, especially those endangering sustainable and diversified supply chains and the preservation of a strong industrial base in Europe.

In addition, because a balancing assessment must involve an adequately transparent and coherent analysis of both short-term and medium-term impacts of the distortions in question, the Commission should carry out full and timely consultation of relevant EU industries and give meaningful consideration of their input.

**When considering commitments and redressive measures**, we believe that the repayment of the foreign subsidy is normally not to be considered an adequate redressive measure. Furthermore, there should be limits on the commitments that the Commission may accept *in lieu* of redressive measures, especially in cases of less than full cooperation. In particular, the Commission should not be allowed to accept commitments in cases of significant or full non-cooperation.

**In public procurement procedures, it is worth highlighting a few relevant points:**

AEGIS Europe joint position paper on Foreign Subsidies Regulation



European Commission's High-Level "Reality Check" meeting

In October 2025, UNIFE also intervened at a high-level “Reality Check” meeting organised jointly by DG TRADE, DG GROW, and DG COMP. The discussion focused on the interaction between the EU’s trade defence instruments (anti-dumping, anti-subsidy, and safeguards) and the FSR.

UNIFE, in partnership with the European construction federation (FIEC), European International Contractors (EIC), and the European dredging industry (EuDA), also kept updating the **interactive map on the activity of third-country State-owned enterprises (SOEs) in the European procurement market** (launched in 2020). The interactive map lists all projects in which third-country SOEs have tendered since 2009 in the construction, dredging, and rail supply sectors. The list of projects was once again updated in 2025 and confirms that the interest of third-country SOEs in the European public procurement market has been growing in the past years, despite the FSR.

Furthermore, throughout 2025, UNIFE maintained **regular exchanges with DG GROW**, the lead Directorate-General for the public procurement part of the FSR, as well as other relevant stakeholders.

## 4. Military Mobility

The White Paper for European Defence Readiness 2030 from March 2025 announced a Joint Communication on Military Mobility, including the necessary legislative proposals, by the end of 2025. The paper urges fast action to support European defence capabilities in light of multiple relevant geopolitical situations. The threat landscape is changing, with some assessments indicating that EU’s resolve could be tested by adversaries before 2030.

UNIFE has welcomed the initiative on enhancing Military Mobility across Europe. Already in July 2025, UNIFE participated in a **targeted stakeholder** consultation and highlighted its **readiness to supply the needed products, boost harmonisation, and actively contribute to Military Mobility preparedness**.

In response to the **public consultation on the then upcoming Military Mobility package**, UNIFE further identified in October 2025 a set

### UNIFE Feedback to Call for Evidence Military Mobility Package

The European Rail Supply Industry stands ready to deliver enhanced military mobility across Europe

October 2025



UNIFE response to Military Mobility Package call for evidence, October 2025

of recommendations and actions to address the existing barriers and gaps seen from the **European rail supply industry perspective** in key areas - namely regulatory aspects, limited and vulnerable infrastructure, and availability of assets.

Additionally, UNIFE has closely engaged with MEPs involved in the preparation of **an European Parliament Own Initiative Report on Military Mobility**, which at the date of writing this report, was not concluded yet. The report touches upon important issues such as **changing geopolitical realities, financial issues, Removing obstacles to military mobility and moving towards a ‘military Schengen area’, improving infrastructure, enhancing capabilities and enhancing EU-NATO cooperation**. We have communicated to key MEPs from the Transport and Security Committees the perspectives of the rail supply industry on these critical aspects and on the consequent necessary measures. We are now in dialogue with the institutions and other rail sector stakeholders to improve the proposed Military Mobility Package and ensure a clear path to achieve its objectives.

The industry is shaping the future of rail transport and designs products corresponding to the market needs of the rail operating community. To successfully ensure that the industry can provide the required technologies and build the appropriate industrial capacities to boost military mobility across Europe, a clear set of requirements regarding technologies is needed - as well as clear rules of public procurement in favour of European preference.

## 5. Digital transition

### a. Digitalisation Vision Paper

In June 2025, UNIFE published its **Vision Paper on Digitalisation**, setting out a comprehensive roadmap for how digital technologies can transform Europe's rail sector to meet the EU's key objectives of **sustainability, competitiveness, resilience, and security**. The paper highlights that while rail is already the most sustainable mode of transport, digitalisation is essential to address persistent inefficiencies, capacity constraints, and maintenance challenges, enabling rail to play a central role in achieving the EU's Green Deal target of carbon neutrality by 2050.

The vision paper outlines how technologies such as **artificial intelligence (AI), digital twins, data-driven solutions, and cybersecurity frameworks** can optimise energy use, improve performance, reduce costs, and increase the safety and resilience of Europe's rail networks. Digitalisation, it notes, is not simply the conversion of analogue processes into digital formats, but a fundamental shift towards generating new insights and value from data to optimise decision-making and operations.

**The European rail supply industry is already at the forefront of this transformation through initiatives** such as Europe's Rail Joint Undertaking (EU-Rail), and the development of key technologies like the Future Railway Mobile Communication System (FRMCS). The paper presents several case studies demonstrating the benefits of digitalisation, from the European Rail Data Space fostering secure data exchange to the use of AI-driven predictive maintenance in Milan's metro, and the deployment of digital twins in projects like Rail Baltica and Bergen's light-rail extension.



UNIFE Digitalisation Vision Paper, May 2025

At the policy level, **UNIFE calls for the EU to play a decisive role in scaling up these technologies**. It urges policymakers to dedicate substantial and continuous funding under the 2028–2034 Multiannual Financial Framework and the Connecting Europe Facility to accelerate the rollout of transformative technologies such as the Future Railway Mobile Communication System (FRMCS) and Digital Automatic Coupling (DAC). The paper also recommends that the implementation of the revised TEN-T Regulation actively promote best practices in data-driven planning and resilience, helping Member States use technologies like AI and digital twins to deliver projects more efficiently.

## b. Statement on the Digital Omnibus

In July 2025, UNIFE published its **statement** on the upcoming Commission proposal on the Digital Omnibus, presenting the European rail supply industry's concerns and priorities regarding the simplification of key digital regulations. In September 2025, UNIFE made use of its statement to respond to the Commission's **public consultation** that sought feedback on the omnibus package related to digitalisation.

UNIFE underlined that while the sector fully supports the EU's digital and cybersecurity objectives, the regulatory framework must reflect the particularities of complex, long-lifecycle, safety-critical, and predominantly B2B rail systems. **Rail projects frequently span several years from design to deployment**, involve extensive certification procedures, and integrate multiple suppliers across the value chain. Imposing new digital requirements retroactively or through one-size-fits-all demands would risk substantial increases in project costs and delays, which could undermine the sector's innovation capacity and competitiveness.

UNIFE therefore called on the Commission to use the opportunity of the Digital Omnibus to **revise and streamline the Cyber Resilience Act (CRA), the Data Act, and the Artificial Intelligence Act in ways that ensure legal certainty, proportionality, and alignment with existing rail safety and conformity frameworks**.

UNIFE asked that contracts signed before the entry into force of the CRA and the Data Act be exempted from new obligations, so that ongoing infrastructure and rolling stock projects are not destabilised. It further argued for a clearer differentiation between B2B and B2C contexts in the Data Act and the AI Act, since rail suppliers and public transport authorities operate under negotiated contractual conditions and robust sector-specific safety rules, unlike consumer-facing digital markets. Additionally, UNIFE urged the Commission to pause the application of the Data Act and AI Act for 24 months to allow sufficient time for the development of harmonised standards, technical guidance, and national capacities necessary to implement these laws effectively.

## UNIFE statement on the Digital Omnibus

July 2025



UNIFE Statement on the Digital Omnibus, July 2025

To advance these priorities, UNIFE actively liaised **with other trade associations** to build alliances and engaged with **Permanent Representations** and relevant **European Commission cabinets** to support its advocacy efforts.

## 6. Clean transition

### a. High-Speed Rail

On 5 November 2025, the European Commission unveiled its long-awaited **High-Speed Rail Plan**, setting out an ambitious roadmap to create an **interoperable and competitive European high-speed rail network**.

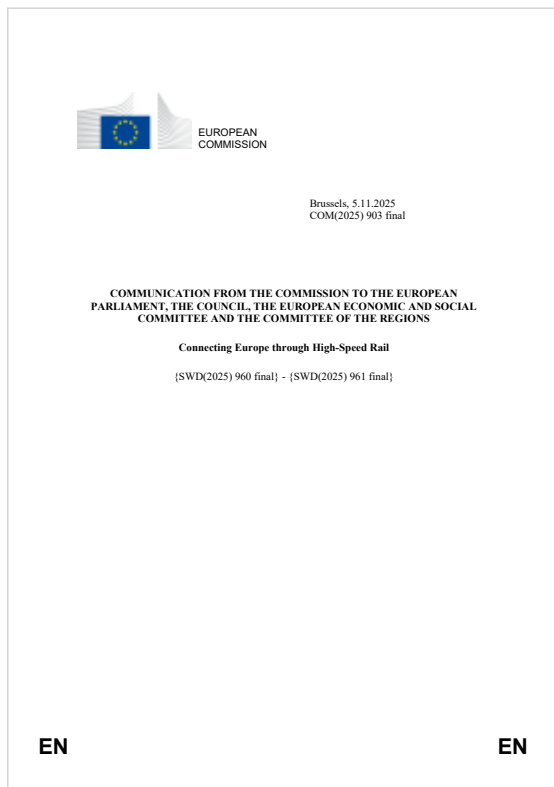
The plan proposes a comprehensive set of measures and announces several flagship initiatives for 2026. This includes a dedicated EU financing strategy, the revision of the mandate of the European Union Agency for Railways to allow it to remove redundant national rules and



deliver faster and more efficient authorisations and certifications. Further to this, there will also be a new European ERTMS® Deployment Plan to coordinate a harmonised rollout across the network, ensuring greater interoperability.

In parallel, a 2026 Europe's Rail research call will support the development of next-generation high-speed rolling stock and address technical barriers that still prevent seamless operation across Europe. The Commission also mentioned for the first time the *"risks potentially posed by foreign State-controlled suppliers, in relation to security-critical systems like rail control-command and signalling"* and potential action to remedy those risks, in particular with the upcoming revision of the EU public procurement framework in 2026.

UNIFE took part in the CER-Eurocities event **"Connecting Europe at High-Speed,"** held at the European Parliament on the day of the plan's publication. The event brought together Members of the European Parliament, European Commission officials, city representatives, and railway executives to discuss how to deliver a coherent European high-speed rail network. André Rodenbeck, CEO Rolling Stock at Siemens Mobility, joined EU Commissioner Apostolos Tzitzikostas



European Commission High-Speed Rail Plan, 5 November 2025



CER-Eurocities event "Connecting Europe at High-Speed", European Parliament, November 2025

and other speakers to highlight the importance of strong cooperation between policymakers, cities, operators, and manufacturers.

UNIFE started to be active on this important topic in April, participating in both the **Commission's Implementation Dialogue chaired by EU Commissioner Tzitzikostas** and the **fifth meeting of the Single European Railway Area Forum**. At these occasions, UNIFE presented its **position paper**, which underlines the need for long-term predictability, improved interoperability, stronger research and innovation, and a strategic approach to public procurement to safeguard Europe's technological sovereignty. In May, UNIFE also responded to the **public consultation**.

## b. Sustainability Vision Paper

In June 2025, the UNIFE vision paper on **"The European Rail Supply Industry: Leading the Shift to More Sustainable Transport"** was released on the UNIFE website. The UNIFE Sustainable Transport Committee (STC) worked for several months on this vision paper, replacing an older version published in 2014. More than just an update, this paper explains why the rail sector is the most environmentally sustainable mode of mass transportation and represents the solution to decarbonising the transport sector. It also underlines why the European Union should support the European rail supply industry in further developing railways and benefiting from their positive outcomes.

This vision paper outlines how UNIFE, its members, and its committees have developed key environmental initiatives for the railway sector, including the development of a common lifecycle eco-design approach and the implementation of chemical regulations in the supply chain through the **Railway Industry Substance List (RISL)**. It also describes that, in collaboration with Europe's Rail Joint Undertaking, UNIFE and its members are actively engaged in research and development programs aimed at improving the sustainability performance of rail, for instance by reducing energy consumption, noise emissions, and the use of substances of concern, as well as increasing recyclability and circularity.

### UNIFE statement on connecting Europe through high-speed rail

May 2025



UNIFE statement on connecting Europe through high-speed rail, May 2025



### UNIFE vision paper The European Rail Supply Industry: Leading the Shift to More Sustainable Transport

June 2025

UNIFE - The European Rail Supply Industry Association

[www.unife.org](http://www.unife.org) | UNIFE

UNIFE vision paper on sustainability, June 2025



**Matteo Barisione**, Public Affairs Manager, UNIFE at Expo Ferroviaria in Milan, October 2025

UNIFE disseminated this vision paper to numerous EU decision-makers and mentioned it at events, including *Expo Ferroviaria*, the leading event in Italy for the rail supply industry. UNIFE delivered a presentation titled *“Tackling Environmental Challenges While Preserving European Industry Competitiveness,”* a vital topic for the sector.

### c. Environmental legislation simplification

As part of the Omnibus I package released in February 2025, the **European Commission adopted a set of measures** to simplify the application of the **EU Taxonomy**, the EU’s classification system of sustainable economic activities and investments. To learn more about the EU Taxonomy, UNIFE published a **position paper in March 2024**.

These changes are adopted in the form of a **Delegated Act, amending the Taxonomy Disclosures, Climate and Environmental Delegated Acts**. They should reduce the administrative burden for companies while preserving the framework’s core environmental

objectives. This revision simplifies the complex *“Do no Significant Harm” (DNSH) criteria for pollution prevention and control* related to the use and presence of chemicals, which apply horizontally across all economic sectors under the EU Taxonomy. This new Delegated Act repeals the additional paragraph after point (f) of Appendix C. Many UNIFE companies and partners heavily criticised this paragraph, as it introduced additional chemical requirements that were impossible to meet and were in contradiction with the REACH regulation. These requirements prevented companies that provide enabling technologies for the sustainable transition from reporting alignment with the EU Taxonomy.

UNIFE co-signed with Orgalim two **joint industry letters** requesting the removal of this problematic paragraph after point (f) of Appendix C. Now, these new amendments to the DNSH Criteria enhance the usability, legal clarity, and consistency of Appendix C. They improve the EU Taxonomy as a tool for demonstrating the sustainability of the rail supply industry to financial partners and public authorities, helping companies secure public and private funding for their activities and projects.

Approved in December 2025, the simplification measures outlined in this Delegated Act will take effect on 1 January 2026 and apply to the 2025 financial year. However, undertakings may use the measures from the 2026 financial year onwards if they find this more convenient.

Another crucial topic for reducing environmental administrative burden is the **Corporate Sustainability Reporting Directive (CSRD)**. The CSRD is a binding EU legal framework linked to the EU Taxonomy. It requires large companies to publish regular reports on the **Environmental, Social, and Governance (ESG)** risks they face and how their activities impact people and the environment, to drive investment in sustainable activities.

Specifically, the European Commission proposed, with its *Omnibus I package* released in February 2025, to postpone the CSRD application and reduce the reporting requirements for companies currently in the CSRD scope. After an intense political debate at the European Parliament, these amendments remove around 92% of companies from the scope of the CSRD, focusing sustainability reporting obligations on the most prominent companies, which are more likely to have the greatest impacts on people and the environment. The UNIFE Sustainable Transport Committee (STC) suggested two contributions. Overall, UNIFE believes that these initiatives could positively impact the rail supply industry by clarifying expectations regarding companies' internal processes and disclosures.

#### d. PFAS restriction proposal and chemical regulations

The UNIFE Sustainable Transport Committee (STC) closely follows the **upcoming REACH (Registration, Evaluation, Authorisation and Restriction of Chemicals) revision proposal**. Initially expected at the end of 2025, the proposal's release has been postponed.

In the meantime, the proposed restriction on **per- and poly-fluoroalkyl substances (PFAS)** is set to be **one of the largest ever on chemical substances in the EU**. PFAS are a family of artificial chemicals used in many industrial sectors, including the rail supply industry and its entire value chain, such as refrigerants (F-gases),



Joint industry letter signed by UNIFE on EU Taxonomy, February 2025

electronic components, hydraulic fluids, lubricants, sealings, plastics, textiles, adhesives, or paints. PFAS have high persistence, which raises potential environmental and human health concerns, leading to their frequent portrayal in the media as “the forever chemicals”.

The European Chemicals Agency (ECHA) published a proposal in February 2023 to restrict most uses of PFAS. Since then, UNIFE has been at the forefront of this topic. UNIFE successfully became **an accredited stakeholder organisation in ECHA's expert groups**, enabling UNIFE to attend technical meetings and receive confidential supporting documents on the PFAS restriction proposal.

The final ECHA proposal will be sent to the European Commission. Therefore, raising awareness of the potential negative impact of a total PFAS use ban on the rail sector is crucial. UNIFE will continue to advocate for the rail sector and ask that the transport industry's specificities be considered.



The **European Transport Coalition on PFAS**, a coalition of transport associations created and led by UNIFE, shared common concerns about the critical impact of the PFAS restriction proposal on mobility and its industries.

In April 2025, the UNIFE representative, together with colleagues from the transport sector, met with the European Commission's DG GROW (Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs) and DG ENV (Directorate-General for the Environment). The Commission replied that it might focus on banning the use of PFAS for consumers, while allowing derogations for critical industrial applications that lack alternatives. UNIFE and its allies in the transport sector will continue to collaborate with the Commission to determine the optimal scope for PFAS restrictions that ensure health and environmental safety and the future of the transport industry and operations in Europe.

## e. Ecodesign

The UNIFE Sustainable Transport Committee (STC) has been active on the **"CountEmissions EU"** proposal since its release by the European Commission in February 2023. In November 2025, the European Parliament and the EU Council reached a final agreement, including some of UNIFE's suggestions.

The "CountEmissions EU" is a common methodology for calculating transport operation greenhouse gas (GHG) emissions across different modes. It is an opportunity to develop a sound, well-balanced methodology that confirms the rail sector's crucial role in decarbonising transport and the economy. UNIFE made suggestions for key amendments to address the remaining unresolved issues in this file, particularly the non-inclusion of infrastructure, the need to support the inclusion of the life-cycle approach in the methodology, and the need for free access.

The decarbonisation of the rail sector is part of the broader effort to reduce its environmental impacts. With the **Circular Economy Act**, the European Commission plans to propose by Q3 2026 to facilitate the free movement of 'circular' products, secondary raw materials, and waste. It also aims to increase the supply of high-quality recycled materials and stimulate demand for these

materials in the EU, as the Commission considers that the supply and demand of secondary raw materials are insufficient or imbalanced, both in terms of quantity and quality. In November 2025, UNIFE submitted its contribution on the circular economy to the Commission, one of the most crucial legislative files on sustainability in 2026. UNIFE has a role to play in fostering collaboration among manufacturers (and their suppliers), operators, and European institutions.

Many initiatives have already been implemented to facilitate the transition to a shared circular economy approach and strategy, for instance, all the UNIFE environmental technical documents, such as **the new train recycling guidelines and templates**, also known as *"UNIFE Recyclability and Recoverability Calculation Method – Railway Rolling Stock guidelines and calculation template"*, uploaded on the UNIFE website in April 2025.

More than 12 years after the last version was released, these two documents are now fully updated and ready for UNIFE members and their suppliers to use. This revision is not just a simple update, as the UNIFE STC clarified the text, created new charts and figures, and incorporated new values based on solid scientific evidence. The guidelines for Train Recycling and the corresponding calculation template are crucial for the rail supply industry. They provide the figures later referenced in bids, quotes, and press releases to illustrate the recyclability of rolling stock.

As a member of the Commission's Group of Experts on Ecodesign for Sustainable Products, known as the Ecodesign Forum, UNIFE is shaping the new standards that will be mandatory for most of the European products in the years to come. The **Digital Product Passport** specifications will be a key outcome of this **Ecodesign Forum**, as they will establish a framework for setting eco-design requirements for products, thereby enhancing their environmental sustainability. The rail sector will be cautious to ensure its specificities (business-to-business industry, long-life rolling stock, etc.) are taken into account.

## f. 2040 climate target

On 2 July 2025, the European Commission proposed amendments to the European Climate Law, introducing a **new intermediary climate target for 2040**, between 2030 (a 55% reduction in net CO<sub>2</sub>e emissions) and 2050 (a 100% reduction), aiming for carbon neutrality. The proposed 2040 EU climate target aims at a 90% reduction in net greenhouse gas (GHG) emissions compared to 1990 levels.

The UNIFE Sustainable Transport Committee (STC) developed a position paper and sent it to decision makers who follow this topic. UNIFE fully supports the 2040 EU climate target, and requires strong coherence across European Union policies on climate neutrality, as well as alignment between the EU budget and legislation. UNIFE advocates for rigorous EU assessment of international carbon credits to define quality and standards. These credits must not divert funds from direct decarbonisation measures in the EU. A complete, legally secure recognition of the changes introduced by this 2040 EU climate target legislative proposal within the EU ETS should also be ensured. UNIFE supports flexibility between sectors, but under rigorous conditions with an obligation to achieve results. Overachievers, such as the rail sector, should be recognised and valued within the system.

Rail plays a crucial role in achieving the EU's climate goals, primarily through a modal shift from polluting transport to rail. Railways account for just 0.4% of greenhouse gas emissions in the European transport sector, while the rail modal split was 11.9% for freight and 6.8% for passengers in 2021.

As approved in November 2025, the 2040 EU climate target aims to achieve a 90% reduction in net greenhouse gas (GHG) emissions relative to 1990 levels.

## g. Partnership on the environmental files

UNIFE is a member of the **Platform for Electromobility**, which brings together more than 40 members across the whole value chain of electric mobility and all transport modes, including rail. Being active in these coalitions is crucial to



### UNIFE's position paper on the 2040 EU climate target September 2025

On 2 July 2025, the European Commission proposed a legislative proposal to **amend the European Climate Law**. This amendment to the **Climate Regulation (EU) 2021/1119** introduces a new intermediary climate target for 2040, between 2030 (a 55% reduction in net CO<sub>2</sub>e emissions) and 2050 (a 100% reduction), aiming for carbon neutrality. The proposed 2040 EU climate target aims at a 90% reduction in net greenhouse gas (GHG) emissions compared to 1990 levels.

#### On the 2040 climate target – Article 1 (2) of the proposal for a regulation

**UNIFE and the European Rail Supply Industry fully support the 2040 EU climate target.** This intermediary target will bring additional predictability, assisting companies in planning a long-term decarbonisation strategy and supporting the development of low- or zero-emission transport modes, such as rail.

**UNIFE requires strong coherence across European Union policies concerning the climate neutrality objective, as well as alignment between the EU budget and legislation.**

#### On high-quality international carbon credits – Article 1 (2) (a)

High-quality international carbon credits need rigorous EU assessment and caution to secure investment capacity for low-carbon, carbon reduction, or carbon avoidance initiatives.

UNIFE supports high-quality international carbon credits, provided they are based on clear definitions and criteria for **"high-quality", "credible and transformative activities"**, such as sustainable mobility, i.e., public transport and rail. UNIFE advocates for **rigorous EU assessment of international carbon credits to define quality and standards. These credits must not divert funds from direct decarbonisation measures in the EU.** UNIFE also supports the proposed limit on the use of carbon credits, setting a maximum reasonable cap on international carbon credits. This limit will prevent divestment from domestic decarbonisation efforts.

UNIFE's position paper on the 2040 EU climate target, September 2025

increasing the impact of our message and being heard by European decision-makers.

For instance, in June 2025, UNIFE drafted the statement, which was then approved and shared by the Platform, on the need for the electromobility sectors to have an **ambitious 2040 EU climate target**.

On chemical regulations, UNIFE is also active within the **Alliance for Sustainable Management of Chemical Risk (ASMoR)**. This coalition focuses on applying the Essential Use Concept (EUC) and related risk-management issues for chemicals in the European Union to ensure the safe use of hazardous substances.

## h. Energy Taxation Directive

The negotiations on the revision of the **Energy Taxation Directive (ETD)** have been ongoing since 2021, based on an ambitious proposal of





UNIFE, with the other co-organisers of the 10<sup>th</sup> anniversary event of the Platform for Electromobility, July 2025

the European Commission that would notably put an end to the exemption on the taxation of fossil fuels in aviation and maritime sectors. This would ensure the creation of a level-playing field between transport modes, and generating additional sources of revenues that could be reinvested in rail projects.

After a long period of stalemate on this sensitive dossier (which is a unanimity one because it is related to taxation), several Presidencies of the EU Council made compromise proposals, and the Danish Presidency was quite active to reach an agreement. The compromise to be agreed during the ECOFIN Council in November 2025 would have **a very negative outcome for rail: indeed, tax fuel exemptions in fisheries, maritime and aviation would be maintained until at least 2035.**

On 27-28 October, UNIFE joined forces with the Community of European Railway and Infrastructure Companies (CER), BLOOM Association, Transport & Environment, Seas at Risk, the Blue Marine Foundation, Oceana, and the European Environmental Bureau (EEB), to send a **joint high-level letter to the Danish Presidency of the Council of the EU and all other Member States.** The letter highlighted the unfair competitive situation in which rail - already the cleanest and most energy-efficient mass transport modes - continues to pay energy taxes while more polluting modes such as aviation remain exempt. The coalition calls for a fair tax framework that

supports the transition to zero-emission transport solutions such as rail. UNIFE and other members of the coalition also **met with Member States representatives and officials from the European Commission's Directorate-General for Taxation and Customs Union (DG TAXUD)** to present and discuss the joint position.



Joint high-level letter to the Danish Presidency of the Council of the EU and all other Member States on the Energy Taxation Directive

As a result of these joint actions, and against the odds, the EU Council did not agree on the compromise proposal during the ECOFIN Council. **For UNIFE and the rail sector, this was a victory as only a fair agreement should be found on this file.**

## 7. Skills Policy

In 2025, UNIFE intensified its focus on skills development, launching the **implementation of its Skills Strategy**. This initiative encompasses several actions to enhance the rail supply industry's attractiveness and address emerging skills needs.

In April 2025, **UNIFE presented at the Antwerp Rail School (University of Antwerp) on "Initiatives of the European Rail Supply Industry to Address Skills Challenges."** The presentation highlighted sector-wide workforce challenges, emerging skill needs, and key policy recommendations drawn from the **STAFFER project**, fostering dialogue between academia, industry, and policymakers on how to attract new talent to the rail sector.



Antwerp Rail School, April 2025



## PACT FOR SKILLS *Leader*

An initiative of the European Commission

UNIFE strengthened its cooperation with the **Women in Transport Platform** – EU Platform for Change, of which it is a member. The association contributed to the drafting of the “Recommendations to Attract, Recruit and Retain Women in the Transport Sector” paper, published on 6 June 2025, and supported its dissemination across the sector.

Since July 2025, UNIFE has also become **a member of the EU Pact for Skills**, one of the flagship actions of the European Skills Agenda of the European Commission. The Pact supports public and private organisations in upskilling and reskilling their workforce to meet the challenges of the green

and digital transitions. Members commit to four principles - promoting lifelong learning, building strong skills partnerships, anticipating skills needs, and ensuring equality and non-discrimination.

UNIFE played a central role as a **co-organiser of the 2025 Women in Rail Award**, held on 1 October in Krakow, Poland, during the **European Rail Safety Days**. The event celebrated initiatives that promote gender balance and diversity in the rail sector, recognising companies, projects, and individuals driving positive change. UNIFE participated in the awards ceremony and contributed to the promotion of shortlisted initiatives across Europe, reinforcing its commitment to advancing diversity and inclusion.

The former UNIFE Gender Advisory Group was restructured and broadened in scope, becoming the **UNIFE Diversity & Inclusion Task Force**. This task force now addresses all aspects of diversity, including gender, race, and disability, with a mandate to assess inclusivity and propose improvements across the rail supply industry. The group is currently coordinating a Best Practices



Ceremony of the Women in Rail Award 2025, Krakow



Report to be released in June 2026, based on data collected from member companies on gender representation, age distribution among new hires, and the adoption of D&I initiatives such as mentorship, 'returnships', inclusive recruitment, and knowledge transfer programmes.

Finally, UNIFE continues to promote employment opportunities through its **online Job Board**, regularly updated with vacancies from member companies.

## 8. Investment Policy

2025 was marked by the presentation of the **Commission's proposal regarding the next EU long-term budget**. Negotiations on the next EU Multiannual Financial Framework (MFF) will be one of the main focuses of activity over the next 2 years. Our mission is to ensure rail can substantially benefit and is well-positioned from the whole ecosystem of EU funding programmes. Additionally, last year, we also engaged in multiple advocacy activities relating to EU funding and investment policy. A sound and robust EU funding framework for rail is essential to boost the competitiveness of our industry.

### a. The European Commission's proposal for the next EU MFF 2028-2034

On 16 July 2025, the European Commission presented its proposal for an ambitious and dynamic EU budget amounting to almost €2 trillion (or 1.26% of the EU's gross national income on average). This framework will equip Europe with a long-term investment budget matching its ambitions to be an independent, prosperous, secure, and thriving society and economy over the coming decade.

Before July, UNIFE had met with key stakeholders, including the majority of Member States' Permanent Representations in Brussels, Members of the European Parliament, and the Commission's services, to present our key expectations and demands in terms of the Commission's proposal.

Sponsored by MEP Kalfon (S&D, France), we organised a **Rail Forum Europe debate at the European Parliament on 4 February to discuss the state of the rail supply market**, and to assess whether current growth matches existing EU climate ambitions. With the preparations of the next EU long-term budget already underway, MEPs expressed concern about the future of reliable and consistent rail funding, which is essential to delivering on TEN-T and EU decarbonisation objectives.



MEP **François Kalfon** at Rail Forum Europe event, February 2025

Thanks to our close engagement with the European Parliament, we also managed to secure key provisions in the **MFF European Parliament resolution**, which was adopted in May and called

the Commission to, among others, ensure the continuation of the Connecting Europe Facility (CEF) and a dedicated rail research programme as a successor of Europe's Rail Joint Undertaking.



More EU Budget for Transport Coalition open letter, February 2025

Furthermore, also in February, we co-signed an **open letter with 40 transport organisations to the Ministers of the General Affairs Council and the Ministers of the Economic and Financial Affairs Council**, urging them to push the Commission to preserve an appropriate level of funding for transport infrastructure through the continuation of the Connecting Europe Facility.

Since the presentation of the Commission's proposal in July, UNIFE has carried out different advocacy efforts, notably:

- ▶ A **rail sector statement** calling EU co-legislators to provide unwavering support for the CEF Transport programme, maintaining its level of ambition, and to act in order to increase its firepower for the timely completion of the TEN-T network
- ▶ A **Platform for Electromobility position paper**: *Boosting Europe's competitiveness with an ambitious MFF for clean transport*
- ▶ **Three UNIFE responses to the Commission's MFF consultations** regarding the proposals of the Connecting Europe Facility, the new Fund to be implemented in shared management with Member States, the European Competitiveness Fund, Horizon Europe, and the Global Europe Instrument

## b. State of play of EU funding in the 2021-2027 framework

In 2025, we also put significant effort into ensuring the current EU funding ecosystem continues to support rail-related investments.

**On the Connecting Europe Facility II (CEF II)**, in view of the increased need for military mobility funding, we alerted the Commission to the need to expand the scope of dual-use infrastructure funding to include **signalling technologies and rolling stock**. In this sense, together with CER and EIM, we addressed a letter to the DG MOVE Director-General Magda Kopczyńska, calling to revise the current scope and criteria that determine the dual-use nature of assets and systems, (i.e., Annex of Commission Implementing Regulation (EU) 2021/1328 specifying the infrastructure requirements applicable to certain categories of dual-use infrastructure). According to a recent Commission's report, CEF II allocations



Rail sector statement on the Commission's proposal for CEF III



Platform for Electromobility policy paper on the next MFF



CER, EIM, UNIFE letter to DG MOVE Director General Magda Kopczyńska on funding for dual use



to rail amount to ca. €16 billion, by far the largest beneficiary among all transport modes.

**On Cohesion Policy funding**, we have been active to ensure that its mid-term review could also improve funding conditions for the rail sector. The review contains targeted amendments to the regulatory framework of the cohesion policy funds to align investment priorities with the evolving economic, societal, and geopolitical context, as well as with the EU's climate and environment objectives. Their main purpose is to align cohesion policy investments to new priorities, notably defence and security, competitiveness, and decarbonisation. To this end, the new regulations introduce greater flexibility and incentives to facilitate the rapid deployment of existing resources and accelerate the implementation of the programmes. In the 2021-2027 period, ca. €30 billion will be allocated to rail-related investments under Cohesion Policy programmes.

With less than one year left to conclude the **Recovery and Resilience Facility (RRF)**, we have been advocating closely to find solutions so Member States can implement all funds allocated to them, especially those allocated to rail-related projects. For example, we have been engaging with Members of the European Parliament to shape the European Parliament RRF Resolution, which calls on the Commission to provide certain flexibilities to ensure successful funding implementation. Furthermore, we have also alerted the Commission services multiple times to the specificities and long timelines of rail-related projects, which, in some cases, do not match. In this regard, we are pleased to note that the Commission has engaged with Member States and provided some flexibility. Some of them relate to scaling up measures where implementation is going well, including financial instruments that incentivise private investment; splitting RRF projects that can be continued with national or other EU funds, such as Cohesion Funding, or supporting capital injections into National Promotional Banks.

### c. The European Social Climate Fund 2026-2032

The Social Climate Fund (SCF) was created alongside the ETS2, the EU's Emissions Trading System covering fuel combustion in buildings, road

transport, and additional sectors. The primary goal of the SCF is to alleviate the social and economic impacts arising from the ETS2, ensuring a fair transition to climate neutrality.

**Rail-related investments addressing transport poverty can be included as eligible investments in the plans currently being prepared by Member States.** The SCF will pool revenues from the auctioning of allowances from the ETS2, as well as 50 million allowances from the existing EU ETS. In addition to the mandatory 25% contribution from Member States to their Social Climate Plans, the SCF should mobilise at least €86.7 billion in public funding over the 2026-2032 period.

During the preparation of the SCF, UNIFE has been consulted and engaged in discussions with different Commission services. At this moment, UNIFE is closely monitoring the preparation and submissions of the plans, keeping its Members duly informed during the process.

### d. The Sustainable Transport Investment Plan

**The Sustainable Transport Investment Plan (STIP) was published on 5 November. UNIFE noted with concern that it places exclusive emphasis on supporting the aviation and maritime sectors.** Indeed, the STIP announces the mobilisation of at least €2.9 billion by the end of the current MFF period to help these sectors decarbonise. At the same time, UNIFE has been stressing throughout the year that the Energy Taxation Directive final deal should ensure a true level playing field between transport modes.

In response to the Commission's public consultation on STIP in September, UNIFE had highlighted that **solutions to further decarbonise railway operations (e.g., further network electrification, battery or hydrogen trains) are market-ready, with multiple European suppliers ready to deliver.** The business case to unlock investments from Infrastructure Managers and Railway Operators is often perceived as uncertain, as the extra costs of new infrastructure and new rolling stock is not matched by immediate economic benefits. Substantial financial support is therefore needed, and if implemented coherently and ambitiously, the STIP could be the right tool to do so.



**Teresa Ribera**, Executive Vice-President for a Clean, Just and Competitive Transition, on Clean Industrial Deal State Aid rules

## e. EU State Aid rules

In June 2025, the European Commission adopted a new State aid framework accompanying the Clean Industrial Deal (CISAF). This helps Member States to easily support the development of clean energy, industrial decarbonisation, and clean technology. CISAF contains provisions for, among others, ensuring sufficient manufacturing capacity in clean technologies. Particularly relevant for the rail sector are the measures ensuring sufficient manufacturing capacity in clean technologies because they include (similarly to the Net Zero Industry Act) electric propulsion systems for rail transport.

On top of it, it is also worth highlighting that the main EU state aid rules regarding railways are gathered at the new Land and Multimodal Transport (LMT) guidelines, replacing the Railway Guidelines, as well as the new Transport Block-Exemption Regulation (TBER). UNIFE replied to the consultation on these new guidelines, which are expected to be adopted at the end of 2025. At the time of writing this report, the LMT and the TBER had not been adopted. We will continue to advocate for increasing the aid limits for ERTMS® and allowing easier access to finance for rolling stock for all kinds of railway operators.







# International Affairs 03

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# International Affairs

## 1. Organisation for Economic Co-operation and Development (OECD)

On 7 April 2025, the **OECD Global Forum on Trade** was held in Paris. Against the background of increasing global trade tensions, and a risk that use of government support will further increase (especially as governments seek to offset the impacts of tariffs on affected firms and industries), the aim of this event was to share the findings of the ongoing OECD work on government support in industrial sectors with a wider group of stakeholders. Further to this, the event was to promote an informal exchange on government support in industrial sectors, as well as its impact on the global economy.

UNIFE was invited, along with other representatives from businesses and academia, to share its perspectives on the matter in front of delegations of OECD and certain non-OECD countries. While the OECD presented its work on various reports and the OECD Manufacturing Groups and Industrial Corporation (MAGIC) database, UNIFE reminded stakeholders of the importance and vitality of the worldwide rail market, while stressing the barriers that the European Rail Supply Industry face on international markets and the need for a level-playing field.

This event followed the 2023 publication of the **OECD trade policy paper *Measuring distortions in international markets – The rolling-stock value chain***, which highlighted that **government support to rolling stock manufacturers is raising concerns about possible market distortions and unfair competition**. In the report, it is notably stated that ***“CRRC obtained as much as 72% of all absolute support”*** (through grants, tax concessions, below market borrowings, etc.), and that CRRC obtained ***“tax support of more than \$400 million in 2020 alone”***.



## 2. EU Global Gateway Strategy

Global Gateway must begin to shift from a ‘start-up’ into a scale-up strategy. In 2025, we led to make this a reality. Our continuous participation through different means of stakeholder engagement, paved the way for European Rail suppliers to be an active contributor in the successful implementation of Global Gateway.

In 2026, we will continue to work closely with EU institutions and other stakeholders in further shaping and improving the implementation of Global Gateway. An entry point will be our own initiative report on Global Gateway that the European Parliament is preparing. This report will

be an excellent opportunity to voice once again the challenges European rail suppliers face, and the possible solutions to effectively succeed in the implementation of Global Gateway.

### a. Global Gateway Railway Working Groups

In 2025, UNIFE has co-chaired three Global Gateway Railway Working Groups (GGRWG) - two for Latin America and the Caribbean (LAC), and one for Asia and Africa. The objective of these groups is to coordinate EU action in the rail sector outside Europe, and to support the EU railway industry to gain access to market.



**Enno Wiebe** (Director General, UNIFE) and **Felix Fernandez Shaw** (Director for Latin America, DG INTPA) during GGRWG

**Regarding LAC**, UNIFE has been a key partner in shaping and establishing the **case-builder concept**. It is designed both as a tool and a working methodology to create, develop and accompany potential business opportunities around the world for European rail sector companies and suppliers. In this sense, the European Commission's DG INTPA is to launch call for proposals to support companies in Costa Rica, Panama, Mexico, Guatemala and Colombia.

Additionally, within the GGRWG LAC, UNIFE has supported the design and concept of **EU and private sector missions** which included the participation of UNIFE members, railway operators and consulting engineers in Mexico, Costa Rica and Panama. We have advised DG INTPA on how to promote the EU rail regulatory framework, as well as implementing key strategic procurement principles to level the playing field and address unfair competition.



Global Gateway Railway Working Group on Latin America and the Caribbean (LAC)



**Carlos Corts** (Public Affairs Manager, UNIFE), **Enno Wiebe** (Director General, UNIFE) and **Rogelio Granguillhome** (Mexican Ambassador to the EU)

Before the mission to Mexico took place, UNIFE had the pleasure to meet the **Mexican Ambassador to the EU, Belgium and Luxembourg, Rogelio Granguillhome**, to discuss how to support Mexico's ambitious national rail development plan to transform the country's transportation infrastructure with the assistance and know-how of EU institutions and the European Rail Supply Industry.

**Regarding Central Asia**, one of our key priorities is the topic of **1520 rail gauge**. One of the flagship Global Gateway projects is the Trans-Caspian Central Asia Corridor. UNIFE has initiated discussions – bringing on board the European Union Agency for Railways – on exploring the business opportunities of having 1,520 mm countries independent of Russia in terms of authorisation, and the registration of railway

vehicles in order to linking them closer to the EU and its regulatory and standardisation framework. This would be favourable to the European interests, while also improving the competitiveness of the European Rail Supply Industry in these countries and increasing geopolitical ties.

**Regarding Africa**, the discussion focused on strategic horizontal aspects regarding EU rail suppliers' business challenges in the region, such as unfair competition and Chinese influence. Opportunities for Team Europe to work together on greenfield urban rail projects in Africa's thriving and rapidly growing metropolitan regions, should also be investigated in response to UNIFE's request. Additionally, the Commission provided project updates on **Mauritania, Zambia, Abidjan-Ouagadougou, Mozambique, Gabon and Cameroon**.



Global Gateway Railway Working Group on Africa



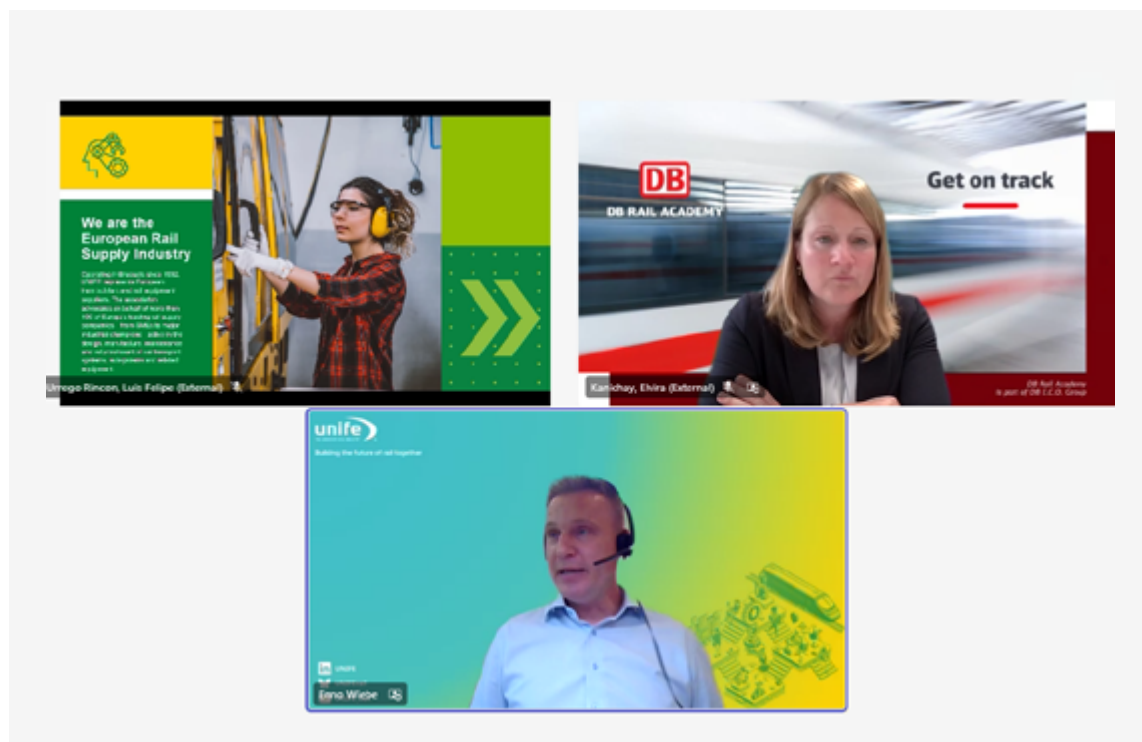
UNIFE sees Global Gateway as an excellent tool to promote EU standards and technologies. In this sense, with the support of UNISIG®, we have elaborated different factsheets for the European Commission to showcase the advantages of **ETCS/ERTMS®** over other train protection and traffic managements systems in their conversations with rail stakeholders in third partner countries, such as Mexico and South Africa.

Lastly, UNIFE participated in a Deutsche Bahn webinar addressing European Commission's staff (DG INTA, DG MENA, DG ENEST, EEAS), in the framework of a **training organised by Deutsche Bahn (DB Rail Academy)**. The objective of the training was to exclusively explain to the EC staff what are the particularities of the railway sector from a political, economic, technical, and financial point of view. UNIFE's contribution focused on explaining participants what are the specificities of the rail supply industry, emphasising how the EU's rail regulatory and standardisation framework can be leveraged as a unique selling point when promoting rail projects in EU third partner countries.

## b. Global Gateway Business Advisory Group (BAG)

Throughout 2025, we have used our privileged seat at the Global Gateway Business Advisory Group (BAG) to highlight EU rail suppliers challenges and solutions for the further implementation of Global Gateway. In 2025, the work of the BAG has primarily focused on reviewing the EU financial toolbox and improving project identification channels.

In terms of the **financial tools**, the transport sector reiterates that grants remain an indispensable part of the EU toolbox. European businesses in the transport sector face competition from foreign companies, which either under non-OECD relatively opaque mechanisms or under OECD-allowed tied aid mechanisms, can offer better financial terms in projects of high interest to their governments. This was the message echoed at the **BAG high-level meeting with President Ursula von der Leyen** prior to the Global Gateway Forum.



Global Gateway Deutsche Bahn (DB Rail Academy) Training



Global Gateway Business Advisory Group

Regarding the project channels, DG INTPA has recently presented the **Global Gateway Investment Hub**. This initiative designed to streamline and amplify private sector involvement in the EU's Global Gateway investment strategy. This new platform aims to facilitate investment projects by EU companies across partner countries. We still need some time to properly assess its efficiency but certainly, it is a good step into the right direction.

UNIFE also participated the **Global Gateway Forum 2025** held in Brussels. This year's event focused on advancing global connectivity in the face of geopolitical and geoeconomic challenges. In a dedicated transport session during the Forum,

different high-level panellists highlighted how rail related solutions are an essential element to decarbonise economies and offer high-quality sustainable transport solutions to EU third partner countries.

The Forum also hosted scale-up sessions to drive new investments Lobito Corridor, Global Gateway Green Shipping Corridors, which expands connectivity between the EU, Türkiye and the Eastern Partnership towards Central Asia. This event also included a key India-Middle East-Europe Economic Corridor Steering Meeting, which explored further opportunities in this domain.



Global Gateway Forum 2025





Vietnamese delegation from the Ministry of Construction

### 3. CEN-CENELEC international activities

On 16 September, **CEN-CENELEC invited UNIFE to meet a Vietnamese delegation from the Ministry of Construction.** The meeting was aimed at fostering their understanding of the European standardisation system, its structure, governance and its connections to international standardisation – in particular in the framework of an upcoming high-speed rail project to connect Ho Chi Minh City and Hanoi.

UNIFE highlighted the advantages of the European standardisation system, notably its openness and high quality, which underpins the production of top-tier, competitive rail products that the European rail supply industry can offer especially in terms of mainline and high-speed rail (i.e. ambitious upgrade and extension of the Vietnamese mainline network). In relation with Global Gateway, this engagement underscores the commitment of the European Rail Supply Industry to fostering stronger international cooperation, and opening new markets for high-quality rail solutions.

This meeting led UNIFE to reflect upon, and deciding on, becoming a **member of CEN-CENELEC under the Partner Organisation category.** Being a Partner Organisation of CEN-CENELEC will offer UNIFE rich opportunities for influence, visibility, and collaboration at the strategic and technical

level – which will be key to increase the imprint of the European Rail Supply Industry in key third country markets.

### 4. Export support for EU industries

The EU continues to progress in the development of an EU Export Credit strategy. Following the pilot project from the European Commission, the European Investment Bank (EIB) and the European Investment Fund (EIF), there was an establishment of a €300 million export credit guarantee facility to support the export credit sector in Ukraine.

In October 2025, UNIFE attended the **2<sup>nd</sup> High-Level Conference on the coordination of EU external aid financial tools** (i.e. development finance and trade finance), from EU Export Credits Agencies (ECAs) and Development Financial.

The conference concluded that the goal is to create a credible and competitive global offer that leverages the complementary strengths of EU and national financial institutions, as well as the private sector. In this sense, the new tool is suggested to as an EU guarantee, but specifically tailored to target ECAs.

It should allow suitable implementing partners such as the EIB Group (EIBG) to manage either capped or uncapped (portfolio) guarantees to ECAs, and/



2<sup>nd</sup> High-Level Conference on the coordination of EU external aid financial tools

or risk-sharing mechanisms. This should reflect ECAs' operating environment acting on demand of the industry, applying speed and simplicity being key features, particularly including customary financial structures (guarantee/reinsurance pricing, cover rates, financial contributions, and legal documentation).

Also in October 2025, the EIB Global presented its **renewed orientations**, which will further shape the way the EIB operates to support the EU private sector, which includes the Global Gateway Strategy. In this sense, EIB Global will launch a new EIB Global Trade Finance Platform. Through the platform, in addition to working with export credit agencies, the EIB will also work directly with commercial banks to expand trade finance support for high-priority outside-EU countries and regions, with a particular focus on value chains and markets of importance to the EU.

## 5. Foreign Direct Investment (FDI) screening Regulation

The **EU's Foreign Direct Investment (FDI) Screening Regulation** was adopted in 2019 as a means to foster Member States to further evaluate foreign investments/non-EU related to security and public order, particularly when it comes to critical infrastructure. This Regulation is of particular importance for the European Rail Supply Industry since over the past years, foreign direct investment has significantly increased, and the rail sector has been identified by several third countries as a strategic sector.



Jonathan Nguyen, Head of Public Affairs, UNIFE



UNIFE Position paper on Foreign Direct Investment, April 2024

In January 2024, the European Commission made a proposal to revise the Regulation and further strengthen the protection of EU security and public order. This legislative proposal builds on the experience gained by the Commission and Member States, with the reviewing of over 1,200 FDI transactions notified by Member States over the previous three years under the existing Regulation. It proposes to address existing shortcomings and to improve the efficiency of the system, by ensuring that all Member States have a screening mechanism in place. Further to this, recommendations included in the system comprise having better harmonised national rules; identifying minimum sectoral scope where all Member States must screen foreign investments; and extending EU screening to investments by EU investors that are ultimately controlled by individuals or businesses from a non-EU country.

Throughout 2025, the negotiations on the file have progressed. The European Parliament and the EU Council adopted their first reading positions. Interinstitutional trilogues began in June to reconcile differences, with a second session held in September and a third planned for late November.

During the process, UNIFE continued to promote its position paper from April 2024. The position paper strongly supported the direction of the revision proposed by the European Commission, but insisted on the need to further increase the scope of screening mechanisms, in particular when it comes to Annex I (EU programmes and projects) and Annex II (sectors and items). UNIFE had successfully conveyed these messages to the European Parliament, which took them on board in its final position.



In its first phase, the CBAM will focus on goods most at risk of carbon leakage:



CEMENT



IRON &amp; STEEL



ALUMINIUM



FERTILISER



HYDROGEN



ELECTRICITY

## 6. Carbon Border Adjustment Mechanism (CBAM)

The Carbon Border Adjustment Mechanism (CBAM), was adopted by the co-legislators in 2023, with application beginning later that year. The **CBAM has been under its transitional period until December 2025**, during which economic operators submitted reports to the European

Commission in regards to emissions embedded in their imports, subject to the mechanism without paying any financial adjustment. The full CBAM deployment will take place early 2026.

Meanwhile, the European Commission has been active on several aspects to improve the efficiency and the impact of the instrument – one of the key points being the **extension of the scope of CBAM to certain downstream products**. In August 2025, UNIFE responded to the European Commission's **public consultation** on this topic, using as a basis its position paper published in November 2024



High-Level Dialogue on CBAM, October 2025

and **requesting the extension of the scope to wheels, axles and wheelsets** due to their strong exposure to unfair competition in the way CBAM is currently designed.

**In October 2025, UNIFE participated in the High-Level Dialogue on CBAM**, an event that gathered high-level EU policymakers such as European Commission Executive Vice-President for Prosperity and Industrial Strategy Stéphane Séjourné and Commissioner for Climate, Net Zero and Clean Growth Wopke Hoekstra, and various industry representatives. The event focused on key topics such as extending CBAM's coverage to downstream sectors, reinforcing anti-circumvention measures, and addressing export-related carbon leakage. UNIFE reiterated the need to include products such as wheels, axles, and wheelsets within the legislation scope, noting that their exclusion could create market distortions, place EU producers at a competitive disadvantage, and increase the risk of carbon leakage.

Beyond a simplification Omnibus proposal adopted in October, the European Commission published in December **a legislative package including a proposal on “anti-circumvention” and “downstream sectors inclusion”** which will amend the existing CBAM Regulation.









# Technical Affairs

# 04

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# Technical Affairs

Being the official representative body for the European Rail Supply Industry at European level, UNIFE coordinates the contributions and position of its members towards the development of technical regulations, decisions, guidelines and other documents drafted by the European Union Agency for Railways (ERA) and the European Commission (EC). The input to these is coordinated by the respective technical committees and working groups of UNIFE, managed under the Technical Affairs Unit.

## 1. UNIFE Standards and Regulation Group (SRG)

The **UNIFE Standards and Regulation Group (SRG)** and its supporting UNIFE technical working groups are platforms for members to influence technical regulations that relate to the interoperability and safety of the European railway system. UNIFE actively participates in numerous working parties and groups organised by the European institutions to support the drafting of the aforementioned outputs. The SRG plays a pivotal role in coordinating UNIFE's technical stances on the implementation of the EU's **Fourth Railway Package (4RP)** and the recurring revisions of the **Technical Specifications for Interoperability (TSIs)**. Establishing and maintaining an efficient technical framework is key for the European rail supply industry, as we balance our shared goals of increasing the competitiveness and market share of rail transport, supporting the European Green Deal and strengthening the competitiveness of the European rail supply industry.

SRG also interacts with other rail associations, such as **CER**, **EIM**, **UIP** and **NB-Rail**, as well as other stakeholders in Europe's rail sector through collaboration in the **Group of Representative Bodies (GRB)** and the **European Standardisation Organisations (ESO)** - particularly, **CEN** and **CENELEC** - through the **Coordination Group – Rail (COG-Rail)**.

As a sector representative on both the **ERA Management Board** and **ERA Executive Board**, UNIFE Director General Enno Wiebe regularly

attends these meetings to express the rail supply industry's position on important topics, such as ERA's annual work programme and ongoing activities supporting the 4RP's implementation (i.e. vehicle authorisation).



Nicholas Shrimpton, Head of Technical Affairs, UNIFE

✉ For more information, please contact UNIFE Head of Technical Affairs **Nicholas Shrimpton**

### a. Revision of the Technical Specifications for Interoperability (TSIs)

Following the conclusion and publication of the 2023 TSI Revision Package, the European Commission formally submitted a further request in August 2024 to the European Union Agency for Railways (ERA) for the next rounds of revisions of



the Technical Specifications for Interoperability (TSIs). The request sets out a list of 80 actions and topic areas to be covered by the future revisions of the TSIs, with the delivery of the TSI revision recommendations expected by the end of 2026 and the end of 2028 by the ERA Working Parties, with a third recommendation expected after 2030.

The work on these revisions of the TSIs, led by the ERA and their TSI Working Parties, continued to be set-up and progress in 2025 with UNIFE contributing actively to this revision process with the support of the following committees: Standards and Regulation Group, UNISIG®, UNITEL, Freight Committee, Cybersecurity Working Group and UNIRAILINFRA.

The UNIFE SRG is responsible for preparing UNIFE's position going into the ERA TSI Working Party meetings where the final proposals for TSI change requested are reviewed and adopted. The UNIFE SRG is also responsible for the overall strategy and development of industry change requests to amend or simplify the TSIs.

✉ For more information, please contact  
UNIFE Head of Technical Affairs **Nicholas Shrimpton**

## b. Implementation of the Fourth Railway Package's Technical Pillar



The 4RP's Technical Pillar, comprised of the recast Interoperability and Safety Directives and the ERA Regulation, entered into force in June 2016.

Following the transposition of the measures by EU Member States, the Technical Pillar and its new vehicle authorisation regime entered into operation on 16 June 2019, and has been in force since 31 October 2020 in all Member States. Our association strongly supported the Technical Pillar's adoption, which we see as of paramount importance for the rail industry's competitiveness, as it aims to remove the remaining technical barriers to the creation of a **Single European Rail Area (SERA)**. A harmonised European vehicle authorisation process run by ERA should see a convergence and greater certainty of requirements, leading to a more consistent, quicker and cheaper vehicle authorisation process with less duplication of checks and testing.



UNIFE exchange with the French National Safety Authority EPSF (L'Établissement public de sécurité ferroviaire) on simplification of vehicle authorisation, October 2025



Since 16 June 2019, ERA has acted as a European authorising entity and delivered over 9800 vehicle authorisation decisions - representing over 106,000 authorised rail vehicles.

With now over six years of experience in operation, the time has come to review the established processes based on the feedback and return of experience of UNIFE members. Together with all stakeholders from the railway sector and under the mandate of the **new ERA Executive Director, Oana Gherghinescu**, activities have been launched to review the newly implemented system and define proposals to optimise the new processes to supported the targeted cost and time saving goals. This review will be led in 2026 by the renewed **4RP Steering Group**, of which UNIFE is a member and has provided the feedback from the European Rail Supply Industry. These activities are followed closely by the UNIFE SRG and UNIFE Vehicle Authorisation Mirror Group, as the key UNIFE groups following the 4RP authorisation process.

✉ For more information, please contact UNIFE Head of Technical Affairs **Nicholas Shrimpton**

### c. Cooperation with the Group of Representative Bodies (GRB)

As the official representative body for the European Rail Supply Industry, UNIFE attends the **Network of Representative Bodies** (NRB) of European Union Agency for Railways (ERA). To prepare this, UNIFE is a member of the **Group of Representative Bodies (GRB)** and currently holds the GRB Secretariat since April 2024.

The GRB is a collaborative grouping of the European railway associations tasked with supporting the sector's consultations with ERA, as it undertakes its work programme and its activities on rail safety and interoperability. The GRB has continued to be highly active throughout 2025, with particular focus paid to the upcoming revision of the ERA Regulation and mandate and sector collaboration with the new ERA Executive Director, Oana Gherghinescu. A number of joint positions relating to regulation and standardisation were expressed in consultation forums or jointly submitted to the EC, ERA and Member State representatives over the past year.

✉ For further information on GRB, please visit **[www.grbrail.eu](http://www.grbrail.eu)**, or contact UNIFE Head of Technical Affairs **Nicholas Shrimpton**



Annual GRB event with the Executive Director of ERA, **Oana Gherghinescu**

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

UNIFE is a permanent member of the EC's **Expert Group on the Technical Pillar of the Fourth Railway Package**, alongside Member State and other official sectoral representative bodies. This group is intended to consult the sector on legislation to be voted on, give recommendations on draft texts and help prepare discussions and votes in the **Railway Interoperability and Safety Committee (RISC)**.

This Expert Group is intended to complement - but not replace - the RISC, which only allows Member State representatives to vote on the final Implementing Acts. Two meetings of the EC Expert Group on the Fourth Railway Package were held in 2025, focused on the European Commission's consultation on the draft Common Safety Methods for the assessment of safety levels and safety performance of operators at both the National and European Union level (**CSM ASLP**).

✉ For more information, please contact UNIFE Head of Technical Affairs **Nicholas Shrimpton**

#### e. UNIFE High-Level Dialogue with DG MOVE, ERA and Europe's Rail Joint Undertaking

In recent years, UNIFE has established a high-level dialogue between the European Commission (DG MOVE's Directorate C), ERA and Europe's Rail Joint Undertaking management teams and UNIFE Strategy Committee members at the CTO level. This high-level forum continued in 2025 to discuss key issues such as reducing rail costs through harmonisation, streamlining authorisations, and deploying ERTMS® more efficiently. This was on top of building on the EU Danish Presidency events, which focused on making rail more affordable and competitive, the European High-Speed Rail Plan and Military Mobility Package. This forum provides a unique opportunity to exchange with the directors of our EU institutional partners, escalating key items needing resolution and align on actions to continue the positive cooperation between the European Rail Supply Industry and EU bodies.

✉ For more information, please contact UNIFE Head of Technical Affairs **Nicholas Shrimpton**



High-level Dialogue between European Commission's DG MOVE, European Union Agency for Railways, Europe's Rail Joint Undertaking, and UNIFE's Management and Strategy Committee members

## f. UNIFE's involvement in Standardisation

Standardisation is extremely important for our industry, leading many UNIFE members to be involved in both European and global standardisation proceedings through their respective national bodies. UNIFE provides a platform for its members to coordinate their standardisation advocacy and build consensus on our industry's priorities in this area.

UNIFE's Standards and Regulation Group (SRG) is responsible for monitoring developments in both regulation and standardisation within the technical framework applicable to rail products. The careful coordination of activities in both areas is required to ensure that the work carried out by European institutions and European Standardisation Organisations is complementary and improves the rail sector's functioning and competitiveness.

To support the efforts of its members at the national level, UNIFE has established close links with relevant European Standardisation Organisations (ESOs), namely CEN and CENELEC. Our association works closely with the Commission, who sets the policy framework for European level standardisation, and the CEN-CENELEC Management Centre, which coordinates the activities of both organisations. UNIFE is a member of the Topical Working Group on Standardisation (TWG STA) at ERA, which is the key platform for updating the regulated link between the TSIs and the European Standards, responsible for instance for updating the reference to updated standards referred to in the TSIs.

UNIFE participates in COG-Rail (Coordination Group – Rail, formerly known as Sector Forum Rail - SFR) which facilitates discussions between the CEN-CENELEC Management Centre and representative bodies on the sector's standardisation priorities. COG-Rail has been renewed for a two years mandate until the end of 2026. By using these forums, UNIFE aims to influence the EC, ERA and ESOs to deliver an efficient technical framework with a lean interface between regulation and standardisation.

UNIFE also participated in October 2025 in a workshop organised by DG GROW on the revision of Regulation 1025/2012 for the Sherpa subgroup of the High-Level Forum on European

standardisation. The priorities of the European Commission on European Standardisation have been presented, as well as the first paths for the revision of Regulation 1025/2012, which is part of the European Product Act Approach. DG GROW's intention, based on stakeholders consultation, would be to reinforce the support of standardisation to EU policies and legislation, international leadership of EN standards, as well as participation of a broader range of companies (e.g. SMEs) in a multi-sectoral setting. UNIFE also participated in December to the Public consultation on the revision of Regulation 1025/2012 part of DG GROW's same workstream.

 For more information please contact UNIFE Technical Affairs Manager **Hugo Tabouret**

## 2. UNIFE Technical Working Groups

The **UNIFE Technical Working Groups** support the association's work on standardisation, regulation and research. The overall coordination is done by the association's committees responsible. There are two types of Technical Working Groups at UNIFE:

- ▶ **UNIFE Mirror Groups (MG)** are groups which are primarily active during the drafting and revision of regulations and TSIs. They mirror ERA's working parties or topical 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.

The UNIFE SRG supervises the UNIFE Technical Working Groups and periodically reviews their activities to ensure that they operate in line with our overall standards and regulation objectives.

### a. UNIFE Mirror Groups (MG)

#### Electromagnetic Compatibility Working Group (EMC MG)

In 2025, UNIFE EMC experts have worked in close cooperation with EIM and CER experts within the

Train Detection Compatibility Working Group (TDC WG), coordinated by ERA. The group actively worked on numerous relevant topics discussed in the ERA TDC WG such as the introduction of Personnel Carriages, the breakdown of limit values to single coaches/locomotives and support Member States concerning the transfer of EMC related rules into Specific Cases.

Special mention also goes to the work performed to prepare the request for service of the EU-RAIL System Pillar contract SC2.5, a project for which the main objective is the harmonisation, standardisation and possible simplification of the train detection systems compatibility requirements and related authorisation processes for vehicles. This includes the harmonisation of limits for non-TSI-compliant train detection systems, as well as the definition of measurement and evaluation procedures based on the already existing harmonised standards.

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 For more information please contact UNIFE Technical Affairs Manager **Jose Bertolín**

### Noise Mirror Group (MG)

In 2025, UNIFE Noise experts have worked in close cooperation with CER, UIC and Rail Notified Body experts within the Noise Topical Working Group, coordinated by ERA. The ERA Noise TWG has been fully dedicated to the definition of the Parking Noise and its inclusion into the future review of the Noise Technical Specification for Interoperability (Noise TSI).

After starting the activity with a preliminary analysis of the parking noise issue and the position of the different stakeholders, the partners involved in the group discussed different alternatives to deal with the detected problem and its cost benefit analysis. The activity which started in 2025 will continue next year with a first analysis of the additional incurred cost in the parking noise implementation and testing procedure, but also a comparison between the energy saving and noise production in the case of using heat pumps instead of electric heating system.


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 For more information please contact UNIFE Technical Affairs Manager **Jose Bertolín**

### Persons with Reduced Mobility Mirror Group (PRM MG)

To prepare for the newly established ERA Topical Working Group on Platform-Train Interface (TWG PTI), which addresses the various change requests under the heading of “increasing accessibility” pertaining to the PRM TSI in the upcoming TSI revisions and ERA recommendations for 2026 and 2028, the Persons with Reduced Mobility Mirror Group (PRM MG) resumed its activities in 2025. The Mirror Group actively contributed to the ERA questionnaire on the experience of boarding a train and alighting from a train for stakeholders and followed the activities of the European Commission PRM Advisory Group.

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 For more information, please contact UNIFE Head of Technical Affairs **Nicholas Shrimpton**

### Safety Assurance Mirror Group (SafAssu MG)

The **Safety Assurance Mirror Group (SafAssu MG)** supports the SRG and ERA's work on the *Railway Safety Directive*, in particular by providing expertise on risk assessment and the application of the **Common Safety Method (CSM)** Regulation (EU) 402/2013.

In 2025, the group followed the latest developments of the Common Safety Methods for the assessment of safety levels and safety performance of operators at both the National and European Union level (**CSM ASLP**), which are currently under finalisation at DG MOVE. The group continued to monitor the work of the ERA Assessment Body (**AsBo**) Cooperation Group, ERA's activities on human and organisational factors (**HOF**) and update to the ERA Guide on Entities in Charge of Maintenance (**ECM**).

In October 2025, UNIFE attended the Railway Safety Days in Kraków, Poland, a flagship event organised by the European Union Agency for Railways (ERA) to foster collaboration and improve safety culture within the railway sector. Workshops included hazard reporting, competency management, Human and Organisational Factors (HOF), leadership in safety, and risk assessment with one targeted session learning from other industry sectors chaired by UNIFE Director General Enno Wiebe.

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 For more information, please contact UNIFE Head of Technical Affairs **Nicholas Shrimpton**



## Telematic Application for Passengers and Freight Working Group (TAP/TAF TSI MG)

The revision process for TAF and TAP TSI, which began in 2022, was supposed to be completed in 2024. The name of the TSI has been changed to Telematics TSI (TEL TSI), but the revision process was still ongoing throughout 2025. The final approval by RISC was originally expected in June 2024, however it got postponed several times and was finally voted during the 107<sup>th</sup> RISC meeting (12-13 November 2025).

The sector has been actively involved in the preparation of the text by producing factsheets on the most pressing shortcomings in the TEL TSI Regulation, and sending requests to the European Commission through sector associations and representatives of Member States in RISC. The text prepared by the EC is still not considered as optimal by the sector, while UNIFE expressed a neutral position, as the contentious areas do not directly affect the activities of UNIFE members.

Within the Joint Sector Group (JSG), UNIFE continued to participate in activities related to the eFTI Regulation closely linked to the TEL TSI. Some UNIFE members submitted a proposal in the CEF 2024 call on eFTI and are actively participating in approved projects (e.g. eFTI4LIVE). Through the JSG, UNIFE members in the UNIFE TAF/TAP TSI Mirror Group are finalising the proposal for a regulation on railway network capacity management.

The TEL TSI implementation process continued to progress very slowly. UNIFE members were, again, involved in the work on implementation projects under the CEF call published in September 2024 and focused on the standardisation process within the EU-Rail TSI Input Plan (STIP), where they actively support the TSI for telematics as part of their contribution to the EU-Rail System Pillar Steering Group.

Within the working groups set up by the JSG, UNIFE continued its work in 2025 on harmonising the specifications being prepared for DAC, FRMCS, and cybersecurity in connection with the TEL TSI. In mid-2025, there was a change in the leadership of the JSG. Following the retirement of Christian Weber (SNCF), Jan-Christian Arms (DB AG) became Chairman and continues to appreciate UNIFE's contribution to the overall cooperation of the railway sector within the TEL TSI. UNIFE members are considered important players to strengthening

the competitiveness of railways in the transport sector, not only in the area of TSIs, but also in the EU-Rail Partnership via the System Pillar.

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 For more information please contact UNIFE Technical Affairs Manager **Stefanos Gogos**

## Vehicle Authorisation Mirror Group (VA MG)

The UNIFE Vehicle Authorisation Mirror Group was established to follow the development of the Implementing Regulation (EU) 2018/545, which establishes practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation process, regarding to Directive (EU) 2016/797.

Since the entry into operation of the Fourth Railway Package's (4RP) new European vehicle authorisation process in June 2019, the UNIFE VA MG has been the main group providing feedback of its application and practice at the expert level. The experience and lessons learnt, which have been shared in this group, have led to further clarifications and proposals for improvements being communicated with ERA and the Commission in the 4RP Steering Group, and the ERA Working Party on Vehicle Authorisation with the common goal of streamlining the 4RP processes.

In 2025, the UNIFE VA MG was particularly active in preparing new proposals, comments and counter-proposals on the changes to Implementing Regulation (EU) 2018/545d and its guidance discussed in this Working Party. In the second half of 2025, a specific task force on VA simplification was established to prepare a position paper detailing UNIFE's proposals to significantly simplify the authorisation process. The UNIFE VA MG prepared its participation to the December 2025 ERA Working Party on Vehicle Authorisation based on this paper, to push for simplification and cost reduction for all stakeholders.

UNIFE VA MG has also been active in the preparation of a paper expressing UNIFE's view on the interface between the VA process and Cyber Resilience Act (CRA) compliance for rail. In the next months, more focus will be put on the identification of outstanding national rules.

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 For more information please contact UNIFE Technical Affairs Manager **Hugo Tabouret**

## Wagon Mirror Group (WAG MG)

In 2025, the UNIFE Wagon Mirror Group has been involved in the review and validation of change requests impacting the WAG TSI (Technical Specifications for Interoperability targeted at wagons), such as Hitch requirements for the transport of semi-trailers, and requirements for spark arresters on wagons. Information about the European Union Agency for Railways (ERA) proposed guidelines for authorisation and re-authorisation of DAC-fitted wagons has also been shared with the group. Participation of some group members to the ERA working group for the authorisation of the PioDAC trains is important for the European Rail Supply Industry to monitor and have a voice in this authorisation process.

✉ For more information please contact UNIFE Technical Affairs Manager **Hugo Tabouret**

## b. UNIFE Topical Groups (TG)

### Brake Topical Group

The UNIFE Brake Topical Group is dealing with all matters related to brakes at UNIFE, and meet when decisions have to be taken, especially about TSI (Technical Specifications for Interoperability) changes impacting braking technologies. In 2025, the UNIFE Brake Topical Group has been consulted by UNISIG® colleagues for specific related questions on EN15595, related to brakes testing calculations. Brake TG has also been asked its opinion on a change impacting TSIs discussed in ERA TWG-STA concerning EN 15355 Railway applications - Braking - Distributor valves and distributor-isolating devices.

✉ For more information please contact UNIFE Technical Affairs Manager **Hugo Tabouret**

### Diesel Topical Group

In 2025, the UNIFE Diesel Topical Group continued to monitor the implementation of the non-road mobile machinery (NRMM) Regulation (EU) 2016/1628, and the first results and feedback obtained on the In-Service Monitoring (ISM) requirements on Stage V rail vehicles, which is set out in the regulation. UNIFE attended the European Commission's **Group of Experts on Machinery Emissions under the Non-Road Mobile Machinery Directive (GEME)** hosted

by DG GROW - where the application of HVO fuels to Stage V engines was also discussed, in addition to the first the planning of ISM results. The group also continued their exchange on the NRMM and other regulatory or standardisation items impacting diesel vehicles, together with CER, EUROMOT and UIC in the Combined Diesel Expert Group (CDEG).

✉ For more information, please contact UNIFE Head of Technical Affairs **Nicholas Shrimpton**

### Fire Safety Topical Group

The UNIFE Fire Safety Topical Group has been working in 2025, to answer questions from the Rail Supply Industry about the Fire Certificate Inventory List (FCIL). **The Fire Safety Topical Group at UNIFE did indeed create, and is responsible for, the FCIL and Fire safety Manufacturer Declaration templates. The FCIL can be used by rolling stock suppliers to identify and qualify their products with regards the fire safety aspects based on EN 45545-2.**

The filled-in declaration provides an acceptable means of compliance for Material requirements related to Fire Safety test certificates for TSI LOC&PAS. **These documents are available for free on UNIFE website ([unife.org/activities/standards-and-regulation/key-eu-and-industry-documents](https://unife.org/activities/standards-and-regulation/key-eu-and-industry-documents))** and are used by many actors of the Rail Supply Industry. **Guidelines and Instructions are provided in the file, in order to explain how to fill the list in.**

In October 2025 the Fire Safety TG has elected a new chair. The group has also been involved in the ERA ad hoc group on FCCS (Fire Control and Containment Systems) to try and close a longstanding open point regarding the requirements and assessment of FCCS as alternatives to fire barriers in the TSI.

✉ For more information please contact UNIFE Technical Affairs Manager **Hugo Tabouret**

### Special Vehicles Topical Group

UNIFE established an expert group focused on 'special vehicles' (e.g. on-track machines, infrastructure inspection vehicles, road-rail vehicles) in 2020, following the request of several of

its members. In 2025, the group has been heavily involved in the **ERA Topical Working Group on Special Vehicles (TWG SPV)**, which aims to comprehensively update the relevant TSIs, in parallel to the work of CEN TC256 WG5 updating the **EN14033 European Standard**, to harmonise the requirements and application of the TSIs for special vehicles.

The group targets a proposal to be included in the **ERA TSI recommendation end of 2026**. This group has also seen several new UNIFE members join in 2025, to strengthen the input and exchange between the special vehicle supply industry.



For more information, please contact  
UNIFE Head of Technical Affairs **Nicholas Shrimpton**

### 3. Cybersecurity

Over the past few years the topic of cybersecurity has risen to prominence in the agenda of EU institutions, becoming one of the top priorities of the European Commission as the foundation of an ever more digitalised economy and society. The same holds true for the European Rail Supply Industry, both with the continued development of cybersecurity measures within the sector and with its adaptation efforts to new cybersecurity legislation.

The key cybersecurity topic for the industry over the past year has certainly been the **adaptation challenge posed by the new Cyber Resilience Act (CRA)**, approved in late 2024 and applicable starting 11 December 2027. With its widely cross-sectorial approach mandating identical cybersecurity requirements to both digital consumer goods and to the complex systems produced by the rail supply industry, the CRA represents a unique challenge for the rail sector.

To facilitate the sector's transition to CRA compliance, Luca Cedric Biggiogera joined the UNIFE team in January 2025 as Technical Affairs Manager for Cybersecurity, allowing UNIFE to follow closely all developments on the topic and to actively contribute to the production of material aimed at facilitating the application of the CRA.

To maximise effectiveness, UNIFE has adopted a three-pronged approach: participating in the European Commission's CRA Expert Group to develop horizontal guidelines, leading a sector-wide effort to provide vertical sector-specific implementation guidance, and pushing a policy action for the inclusion of the CRA in the **Digital Omnibus for Simplification**.

#### ► Participation in the European Commission's CRA Expert Group

The goal of this group is to provide input to the European Commission's DG CONNECT on the creation of CRA secondary legislation and horizontal (cross-sector) guidelines. As the sole rail sector representative within the group, UNIFE ensures that the priorities of rail are taken into account and integrated into otherwise sector-agnostic outputs. So far, the group has contributed to an implementing and a delegated act, three draft guidelines and a 70-page FAQ document, all of which are planned for publication in Q1-Q2 2026. Once the current topics (Open Source, Risk Assessment, Remote Data Processing Solutions) are concluded, the group will tackle new priorities such as Spare Parts.

#### ► Leadership and contribution to the Cybersecurity Rail Sector Group (CRSG)

In a joint effort with other rail sector associations representing the rail operating community (CER, EIM, ERTMS Users Group) and urban rail (UITP Europe), UNIFE has formed the Cybersecurity Rail Sector Group (CRSG), including cybersecurity experts from the whole sector to discuss and align on key topics. Through this group, UNIFE has been leading the development of an in-depth guidance document for the application of the CRA within the rail sector. This almost year-long effort was showcased on 1 December 2025 in Tallinn, where representatives of UNIFE and the CRSG presented on the key aspects of the upcoming guidance at the *5<sup>th</sup> ERA-ENISA Conference on Cybersecurity in Railways* in front of a wider audience of experts and officials. The document's publication is planned for the beginning of 2026, and it will be a *living document* to which several new topics will be added over time. The CRSG has already selected a list of 25 shared topics of interest to discuss and work on over the next year or more. Although



**Luca Cedric Biggiogera** (UNIFE Cybersecurity Technical Affairs Manager) and the Policy Session Panel at the 5<sup>th</sup> ERA-ENISA Conference on Cybersecurity in Railways, 1 December 2025, Tallinn

some are further needed clarifications for the application of the CRA, many of the topics go beyond the CRA and reflect the shared will of the involved associations to more extensively exchange on the coordination of cybersecurity at sector level.

► **Policy action aimed at top EU officials in the context of the Digital Omnibus for Simplification**

The Digital Omnibus for Simplification is a series of amendments to existing EU digital legislation to ensure that all texts can seamlessly be applied without unnecessary overlap or duplications. After the announcement of the Omnibus, UNIFE requested the inclusion of the CRA in its scope and published a statement on the topic over the summer, asking for the amendment of the CRA in the following capacity:

- Exclusion from the scope of the CRA of projects signed before the entry into force of the CRA on 11 December 2024, to prevent disruptions caused by the need to adapt ongoing projects to new requirements

- Exemptions from the scope of the CRA that extensions to existing major infrastructure systems, such as rail or grid systems
- Clarifications on vulnerability disclosure requirements to only mandate disclosure to the customer/user
- Clarification on the definitions of 'placing on the market' for rail products to avoid confusion with similar Vehicle Authorisation terminology

The UNIFE position caught the attention of the European Commission, leading to meetings with the cabinets of Executive Vice-President Henna Virkkunen (Technological Sovereignty, Security and Democracy) and Commissioner Apostolos Tzitzikostas (Sustainable Transport and Tourism), as well as with the Permanent Representations of several Member States. These efforts, however, did not yield results as the CRA was left out of the scope of the Digital Omnibus in the initial Commission's proposal published on 19 November. UNIFE will consider further action over the course of the Omnibus negotiations with the EU Council and EU Parliament.





In addition to these activities, UNIFE continues to engage very actively on cybersecurity with relevant stakeholders, including the **European Union Agency for Cybersecurity (ENISA)**, the **European Union Agency for Railways (ERA)** and the **European Commission**, through **DG CONNECT** (Communications Networks, Content and Technology) and **DG MOVE** (Mobility and Transport) and **Europe's Rail Joint Undertaking (EU-Rail)**. Through the meetings of the UNIFE Cybersecurity Working Group, members exchange and update each other on other key topics including standardisation activities, notably the progress of **IEC 63452**, the first international cybersecurity standard for railway applications, and the adaptation of IEC 62443 to CRA requirements.



For more information please contact UNIFE Cybersecurity Technical Affairs Manager  
**Luca Cedric Biggiogera**

## 4. UNIFE Freight Committee and Digital Automatic Coupler (DAC)

In 2025, UNIFE's Freight Committee has continued to actively follow up the development of the Digital Automatic Coupler (DAC). DAC is a breakthrough technology needed for the future of rail freight in Europe. By allowing automatic coupling and uncoupling, and by digitalising freight wagons and locomotives, DAC is paving the way for safe, efficient, reliable, and competitive rail freight operations, which deliver a 15% productivity boost. Its success relies on substantial financial support from the European Commission and the Member States, in order to deploy this technology in a coordinated way across Europe.



**Hugo Tabouret**, Technical Affairs Manager, UNIFE

UNIFE has also been involved in EU-Rail's Innovation Pillar and System Pillar work streams. The System Pillar Task 4's objectives are to deliver the specifications and architecture of a harmonised Single European Railway Area fit for full digital freight train operations (FDFTO). In 2025, this group composed of experts from the Rail Supply Industry and Railway Operating Community has been working on the elaboration of a Rule Book for harmonised rail operations with DAC. Further to this, it has been developing suggestions for Train Length and Train Integrity to enable moving blocks for digital freight trains; as well as the definition of a FDFTO Central Instance to safeguard interoperability of DAC-equipped vehicles through the supervision of its Software updates. The documents summing up this work was delivered in late 2025, with more work needed in the next years to finalise the proposals.

The Freight Committee facilitated the monitoring and distribution of information about European rail freight to the association's wider membership, and supported members active in System Pillar Task 4 work stream. The Net Zero Logistics study report - finalised in April 2025 - has also been reviewed and commented in the Freight Committee this year.

The **European DAC Delivery Programme (EDDP)** aims at effectively and successfully implementing DAC (Digital Automatic Coupler) for European Rail Freight in collaboration with experts representing manufacturers, rail operating companies, wagon keepers and the European Commission. EDDP is funded by Europe's Rail Joint Undertaking's and UNIFE is a member of EDDP's Supervisory Board. The Pioneer DAC trains – which are the next important steps for DAC deployment – will receive fundings from Connecting Europe Facility (CEF), which was confirmed in October 2025. The PioDAC consortium is starting its work to enable up to 9 trains (including cross-borders) equipped with DAC to run on the EU network.



**DACcord project** is the continuation of the DACcelerate project with updated goals, which is still under the framework of the European DAC Delivery Program (EDDP). The overall goal of the DACcord project is to support EU-Rail in the preparation of the migration and implementation

of the DAC in Europe. UNIFE continued throughout 2025 its participation in the communication and dissemination activities, and contributed with the publication of an article which presents the DAC concept and its expected benefits for the European rail freight.

✉ For more information, please contact UNIFE Technical Affairs Manager **Hugo Tabouret**

## 5. UNIRAILINFRA Committee

The UNIRAILINFRA Committee is a platform composed of UNIFE members companies specialising in the manufacturing and supply of fixed railway equipment linked to the infrastructure subsystem, as well as companies that design, construct and maintain those products. The discussions of the group are focused on rail industry infrastructure regulations, investment and innovation.

The UNIRAILINFRA Committee held three meetings in 2025, including one at the occasion of the European Railway Award in Brussels, one at the UNIFE General Assembly in Warsaw, and online in November 2025.

Regular updates were given regarding the business environment for infrastructure projects, and the UNIFE Technical Affairs Unit activities of interest to rail infrastructure supply companies. Two new work threads have also started in 2025. The first is related to the monitoring of the Machinery Directive, which has been recently updated and for which the committee would like a unified rail industry voice to recommend particular exemptions. The second, regarding reflections on a potential harmonisation of rail infrastructure devices authorisation across Europe.

At every physical meeting, an external speaker is invited to present a topic of interest for the group. This year, UNIRAILINFRA was happy to host Dr. Matthias Landgraf, from EVIAS, for a presentation on Sustainability in railways, and Michał Mokrzyński, from PKP PLK, on the situation and evolution of the Polish rail infrastructure programmes.

✉ For more information, please contact UNIFE Technical Affairs Manager **Hugo Tabouret**



29<sup>th</sup> UNITEL Committee and UNITEL Technical Group meetings, June 2025 hosted by Siemens Mobility in London

## 6. UNITEL Committee

The **UNITEL Committee** brings together UNIFE members with significant telecommunications experience to build a consensus within the sector concerning the development and implementation of the **Future Railway Mobile Communication System (FRMCS)** – a priority technology for the future railway system. The need for FRMCS implementation is not only driven by the impending obsolescence of the Global System for Mobile Communications – Railway (GSM-R) and its associated challenges from 2030 onwards, but also due to the significant opportunities FRMCS will provide to enable and support railways’

digitalisation. As the recognised voice of the European railway telecoms supply industry since its establishment in 2018, the UNITEL Committee continues to work closely together with their cross sectoral partners and the European institutions to ensure that the development and transition to FRMCS is as smooth and successful as possible.

In 2025, the UNITEL Committee and **UNITEL Technical Group (UTG)** experts have been highly active in the different forums pertaining to development of the FRMCS specifications and standards, notably those at ERA, UIC and ETSI. UNITEL members have been involved in the ongoing FRMCS R&I activities within the **Europe’s Rail Joint Undertaking (EU-Rail)** and the launch of the **FP2-MORANE-2** project.





UNITEL Committee Chair **Michael Mikulandra** at the 4<sup>th</sup> UIC Global FRMCS Conference

In particular, the UNITEL Committee has been engaged in the discussions of the **EU-RAIL System Pillar**, in coordination with the whole sector, to update the System Pillar report on the status, scope and timeline for the development of the FRMCS V3 specifications (FRMCS 1<sup>st</sup> Edition) to be including in the CCS TSI. UNIFE considers the introduction of FRMCS a key priority for the entire railway sector, and the UNITEL Committee have frequently called for an increased focus on the consolidation of FRMCS V3 requirements to meet the new timelines and inclusion in an ERA TSI Recommendation by the end of 2027.

Finally, UNITEL Committee were also involved in multiple events dedicated to the development of FRMCS at several key events across 2025. These included the **4<sup>th</sup> UIC Global FRMCS Conference** in October 2025 and Rail Live 2025.



For more information, please contact UNIFE Head of Technical Affairs **Nicholas Shrimpton**



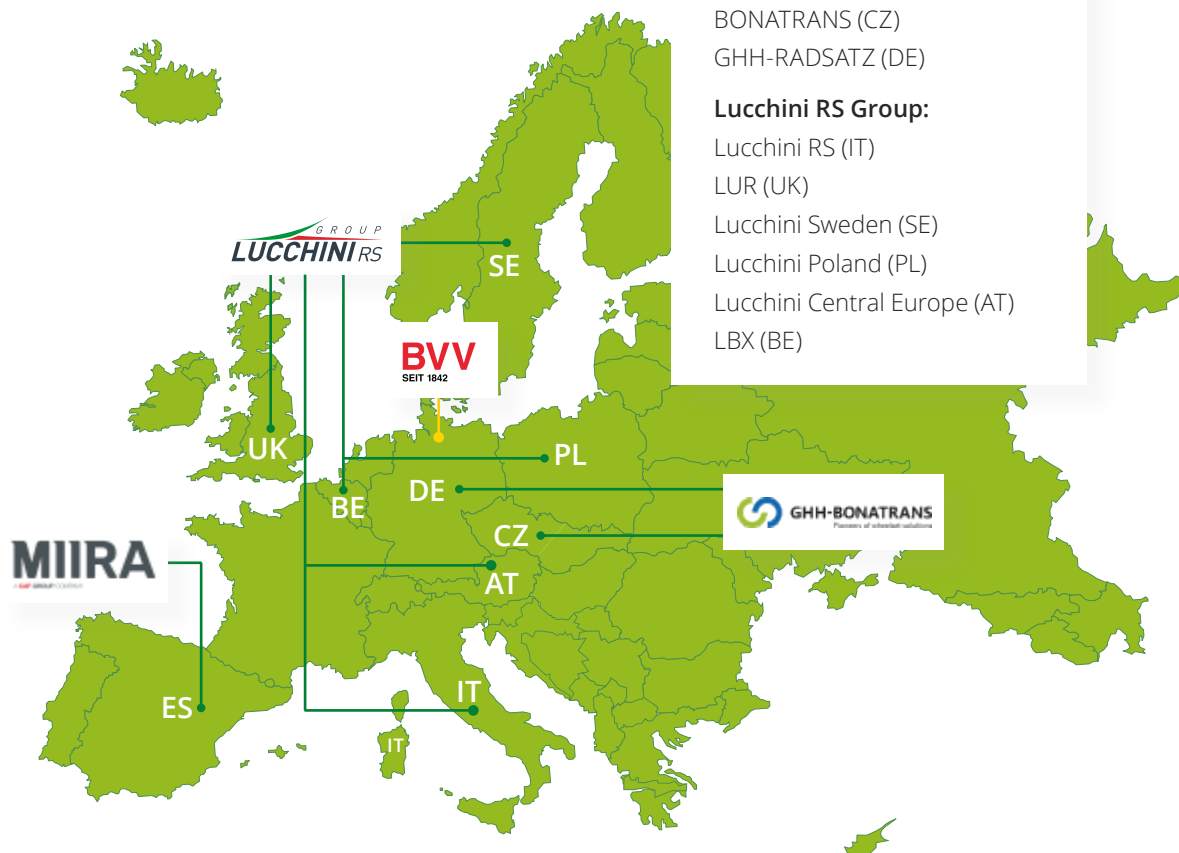
## 7. ERWA® - the UNIFE Railway Wheels Committee



UNIFE's Railway Wheels Committee's (ERWA®) main mission is to contribute to the development of standards, further promote safety and environmental friendliness, while also developing innovations and fostering quality and best practices in the European market. ERWA® members bring together over 4400 employees in workplaces across Europe.

The committee consists of the following members:

- ▶ **BVV** (DE)
- ▶ **CAF MIIRA** (ES)
- ▶ **GHH-BONATRANS Group:** BONATRANS (CZ), GHH-RADSATZ (DE)
- ▶ **Lucchini RS Group:** Lucchini RS (IT), LUR (UK), Lucchini Sweden (SE), Lucchini Poland (PL), Lucchini Central Europe (AT), LBX (BE)



Map of ERWA members

**BVV (DE)**

**CAF MIIRA (ES)**

**GHH-Bonatrans Group:**

BONATRANS (CZ)

GHH-RADSATZ (DE)

**Lucchini RS Group:**

Lucchini RS (IT)

LUR (UK)

Lucchini Sweden (SE)

Lucchini Poland (PL)

Lucchini Central Europe (AT)

LBX (BE)

Throughout 2025, ERWA® carried out many important activities, these include:

- ▶ Contributing inputs to Standardisation and Regulation initiatives
- ▶ Maintaining close links with the European Union Agency for Railways (ERA) and standardisation bodies such as CEN-CENELEC
- ▶ Initiating public relations activities and publications
- ▶ Conducting market trend evaluations and forming committee statistics, along with patent and trademark monitoring

- ▶ Carrying out analyses regarding the Most Economically Advantageous Tender (MEAT) principle compliance
- ▶ Advocating for the extension of the scope of the Carbon Border Adjustment Mechanism (CBAM), to cover railway wheels, axles, and wheelsets, following the dedicated position paper

These activities were carried out by the **ERWA® Technical and Development Committees**, under the coordination of the **ERWA® Steering Committee**. The Chairs of the ERWA® Committees have been renewed for another one-year mandate. UNIFE's ERWA® Committees carry the following organisation:



Organisation of ERWA's committees

One of the key focuses over the past year has been to advocate for a level playing field for EU wheel manufacturers when it comes to the **EU's Carbon Border Adjustment Mechanism (CBAM)**, which aims to put a fair price on the carbon emissions embedded in imported goods, encouraging cleaner industrial production both inside and outside the EU. By charging for the carbon footprint of carbon-intensive products, CBAM drives innovation toward greener technologies and prevents carbon leakage—when emissions simply shift to countries with looser standards.

However, while steel is already covered by CBAM, steel-based rail components such as wheels, axles, and wheelsets are currently excluded. This gap could distort the market: non-EU manufacturers of these products would avoid paying carbon costs, giving them an unfair price advantage over EU producers who are subject to CBAM. As a result, EU manufacturers could lose market share, jobs, and investment, while undermining CBAM's environmental and economic objectives.

To preserve a level playing field, ERWA® members urge for the extension of the scope of CBAM to cover railway wheels, axles, and wheelsets. Since these products are largely made of steel, developing a robust emissions accounting methodology should be straightforward.

UNIFE also recommends that any existing import contracts signed before the extension should be exempted to avoid market disruption. At the same time, UNIFE cautions against expanding CBAM to other complex product categories until reliable carbon accounting methods are developed.

This position has been advocated during a public consultation launched by the European Commission over the summer period, dedicated to the extension of the scope of CBAM to downstream goods and additional anticircumvention measures and rules for the electricity sector. High level discussions have continued in Brussels during the late 2025 on the same topics, where the UNIFE position has also been communicated.

✉ For more information, please contact UNIFE Technical Affairs Manager **Stefanos Gogos**

## 8. Urban Rail Platform (URP)

In 2025, UNIFE's cooperation with urban transport operators on regulation and standardisation continued through the **Urban Rail Platform (URP)**, a forum driven by UNIFE and the **International Association of Public Transport (UITP)**. The platform provides its members with a forum for discussing matters impacting urban rail related to EU regulations and EU Research and Innovation (R&I), and other funding opportunities. In addition, the URP provides a platform to review the state of play of urban rail standardisation works on-going at CEN-CENELEC, and to consider if any gaps or further actions are needed by the URP members. In 2025, the exchanges between UNIFE and UITP in the URP focused on common lobbying actions on cybersecurity, public procurement, per- and polyfluoroalkyl substances (PFAS) restriction and R&I continuation in the next Multiannual Financial Framework (MFF).

✉ For more information, please contact UNIFE Head of Technical Affairs **Nicholas Shrimpton**



ERWA® 2025 Spring Meeting, Franciacorta, Italy











# Research and Innovation Activities 05

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# Research and Innovation Activities

As an essential part of our association's activity, UNIFE's work in Research and Innovation (R&I) has successfully continued alongside our members, the European project partners and the European institutions. Based on many years of in-house experience, UNIFE continues to contribute to the definition, preparation and delivery of EU-funded R&I projects. These activities help to maintain a strong rail R&I ecosystem within the EU, address key EU policy objectives and support the competitiveness of the European Rail Supply Industry.

## 1. Europe's Rail Joint Undertaking and UNIFE's involvement



**Europe's Rail Joint Undertaking** (EU-Rail) is the sector's second large-scale European research joint undertaking, which aims to coordinate and focus

innovation efforts and accelerate the creation of EU-wide market-driven solutions, by integrating new and advanced technologies into novel rail tools.

EU-Rail's objective is to deliver a high-capacity, integrated European railway network, by eliminating barriers to interoperability and providing solutions for full integration by covering traffic management, vehicles, infrastructure and services. EU-Rail supports the development of a strong and globally competitive European Rail Supply Industry by contributing to the achievement of the **Single European Railway Area (SERA)**.

Research and Innovation initiatives conducted by Europe's Rail Joint Undertaking seek to achieve the project's overall objectives by working on new technologies that will be tested and applied across the entire rail system. To achieve such system-wide developments, the EU-Rail's work is structured into two distinct pillars: the **Innovation Pillar** and the **System Pillar**, as well as a **High-Level Deployment Group**.

### a. Innovation Pillar

The Innovation Pillar steers the Europe's Rail Joint Undertaking's R&I activities and is organised into 7 Flagship Areas:

1. Network management planning and control & Mobility Management in a multimodal environment
2. Digital & Automated up to Autonomous Train Operations
3. Intelligent and integrated asset management
4. A sustainable and green rail system
5. Sustainable Competitive Digital Green Rail Freight Services
6. Regional Rail Services / Innovative rail services to revitalise capillary lines
7. Innovation on new approaches for guided transport modes

In 2025, EU-Rail funded projects (embedded in the Flagship Areas) involving UNIFE members have been actively working on the delivery of the first of Europe's Rail Joint Undertaking innovations linked to these areas (e.g. ATO, DAC). **UNIFE is involved in and supporting several EU-Rail funded projects under the Innovation Pillar** for which you can find more information below under 'European-funded R&I projects'.

## b. System Pillar

The System Pillar seeks to deliver a unified operational concept and a functional, safe and secure system architecture to support a coherent and coordinated approach to the evolution of the European rail system. The necessary technical specifications are collected in the System Pillar and are revised with the sector to feed into the change management processes for the Technical Specifications for Interoperability (TSI) and European standardisation.

The System Pillar is managed by the System Pillar Core Group, including four experts nominated by UNIFE who are responsible for representing the European Rail Supply Industry. The System Pillar is organised into five "Tasks":

- ▶ Task 1: Railway System
- ▶ Task 2: (Advanced) CCS system design including:
  - The cross-cutting domain teams (comprising Operational Design, Architecture and release coordination and Migration and roadmap)
  - The CCS System Design Teams (comprising Traffic control and supervision, Trackside assets control & supervision, Train control and supervision, Transversal CCS component, Field force CCS application, Communication team, Computing environment)
- ▶ Task 3: TMS system design
- ▶ Task 4: DAC/FDFTO System design
- ▶ Task 5: Harmonised diagnostics

UNIFE is an **active member of the System Pillar Consortium**, which provides the necessary resources and sector input to ensure the System Pillar achieves its objectives to contribute to a major transformation of the European rail system, by converging on its evolution of an overarching operational concept and system architecture. As a member of the Consortium, UNIFE has involved several of its members in the System Pillar's activities who commit their resources and expertise on technical areas such as Railway system, CCS, TMS, DAC, Harmonised diagnostics and CCS TSI Maintenance Activities. Additionally, **UNIFE is a member of the EU-Rail System Pillar Steering Group**, the governing body of the System Pillar.

The **UNIFE System Pillar Committee** - in cooperation with other UNIFE committees and working groups such as UNISIG®, UNITEL, SRG and Freight Committee - is coordinating the association's inputs to the System Pillar activities and positions for the System Pillar Steering Group.

## c. High-Level Deployment Group

Launched in 2024, the High-Level Deployment Group advises the Europe's Rail Joint Undertaking's Governing Board on the market uptake of rail innovation. Through recommendations defined by the group, the goal is to support the implementation of the outcomes of the Innovation and System pillars and their deployment in the rail system. In 2025, the group continued its activities on the deployment needs of FRMCS, with a subgroup and different workstreams focused on the following activities:

- ▶ The delivery of an overview of the current status of railway telecommunications in Europe
- ▶ The definition of possible migration scenarios
- ▶ The preparation of financial analyses on FRMCS OPEX and CAPEX costs based on national inputs, funding, and financing analyses based on the migration scenarios
- ▶ The need to address authorisation and the regulatory framework, including the assessment on the how vehicles and tracks equipped with FRMCS (in coexistence with GSM-R) will be authorised quickly, and if the current regulatory framework needs to be modified

The activities of the FRMCS subgroup and workstreams are also supported by UNIFE's UNITEL Committee. More information on Europe's Rail Joint Undertaking can be found at <https://rail-research.europa.eu>



**Nicholas Shrimpton**, Head of Technical Affairs, UNIFE



For more information on UNIFE's activities related to Europe's Rail Joint Undertaking, please contact UNIFE Head of Technical Affairs **Nicholas Shrimpton**



## 2. European-funded R&I projects

### a. CLUG 2.0



**CLUG 2.0 (CLUG Demonstration of Readiness for Rail)** is a Horizon Europe project that started in February 2023 and ended in July 2025, which was **coordinated by UNIFE** and composed of the same partnership as the CLUG project.

The consortium includes the main European rail infrastructure managers and suppliers from the **Rail and Space Sectors**, who possess strong expertise and background on the applicability of the **Global Navigation Satellite System (GNSS)** to Rail safety applications.

After the approval of the 6 month extension request by end of 2024, the project successfully concluded in July 2025 hosting its Final Conference on 22 July. This hybrid public event gathered main stakeholders of the Rail and Space sector and was a great opportunity not only to receive insight, but

also to discuss main results and achievements of the project.

In terms of technical achievements during 2025, the consortium completed the pending activities related to the implementation of the Fault detection and exclusion algorithms. Further to this, the data collection campaign produced essential milestones to finalise the Post-Processing computation and the undertaking of the Live demonstration as part of this. Main results of the project were reflected in the performance analysis, cost benefit analysis and Gap analysis reports.

CLUG 2.0 has been one step on the path to the Absolute Safe Train Position (ASTP) certification. The activity started in the CLUG initiative has a continuation in EU-Rail through the on-going FP2-R2DATO project. The results of CLUG 2.0 will contribute to shape the future CCS TSI review through its contribution to the future specification, prototyping, and cost benefit analysis in FP2-R2DATO.



For more information on CLUG 2.0, please visit <https://www.clug2.eu> or contact UNIFE Technical Affairs Manager **Jose Bertolín**



Final Conference CLUG 2.0

## b. QuieterRail



**QuieterRail (A step change in prediction, mapping, acceptance testing and cost-effective mitigation for railway noise and vibration)** is a Horizon Europe project that started in October 2024, which is **coordinated by UNIFE** and composed by sixteen partners. Seven of them had a key leading role in predecessors projects TRANSIT and SILVARSTAR that ensures a continuity in methods and software development, and the other nine reinforced bringing additional expertise in other topics identified in the call.

During this first year of the project, the consortium launched and progressed in all the planned tasks complying with all the milestones stated in the Grant Agreement. A first literature review,

benchmarking and surveys were performed as an starting point of all the activities, before launching its development. Special mention is given to the urban measurement campaign performed during the summer in Lyon, in which collected data was essential for the validation of the noise and vibration models developed in the project. The 2<sup>nd</sup> QuieterRail plenary took place on 17-18 November in Brussels, which was dedicated to review the status and progress, while also discussing the technical open issues and next steps.



For more information on QuieterRail, please visit <https://www.quieterrail.eu> or contact UNIFE Technical Affairs Manager **Jose Bertolín**



2<sup>nd</sup> Plenary meeting QuieterRail

c. FP2-MORANE-2



**FP2-MORANE-2 (Flagship Project 2 - MOBILE radio for Railway Networks in Europe 2)** is a Horizon Europe project that started in December

2024, composed by key stakeholders of the FRMCS development in Europe (FRMCS specification programme manager, Infrastructure Managers and Suppliers) with also recognised credentials in the domain of GSM-R.

The main purpose of FP2-MORANE-2 is to validate the FRMCS V2 Specifications & V3 target requirements, with precommercial FRMCS system components in realistic operational conditions and to feed-back the result to the railway eco-system in order to timely start the migration to FRMCS across the European railway system. The planned activities includes but not limited to:

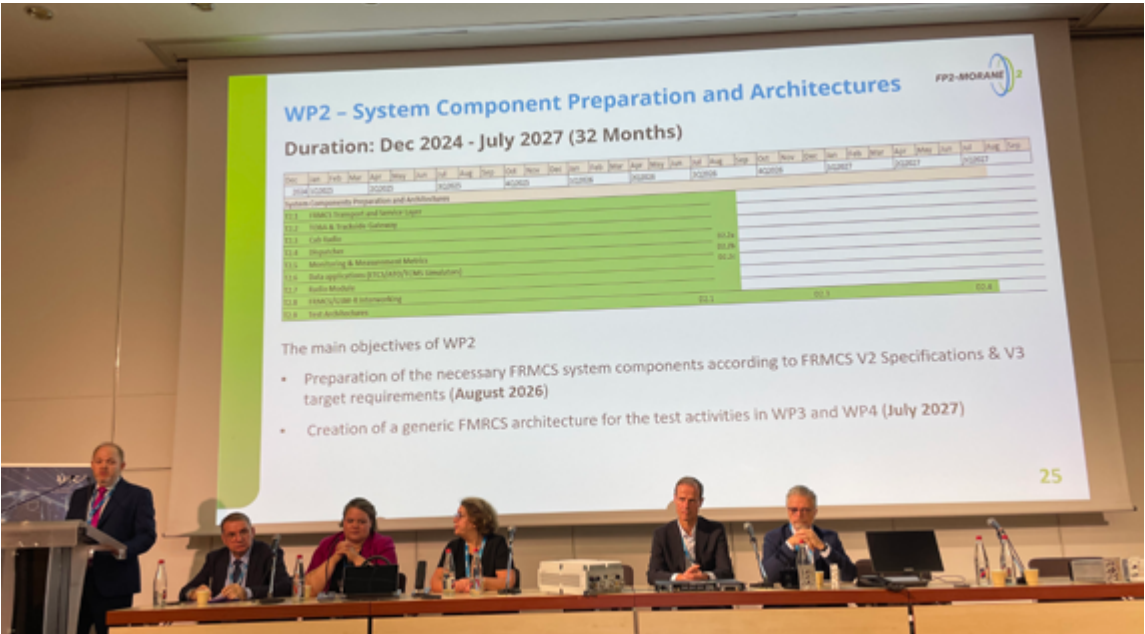
- Provide a future proof FRMCS architecture with the necessary telecommunication elements, based on UIC, 3GPP and ETSI specifications and standards

- Test the necessary functions of the FRMCS V2 set of specifications (based on UIC, 3GPP and ETSI related documents). Test activities will be performed in three lab locations (ERICSSON, KONTRON and NOKIA) and five field locations (Spain conventional line and high speed ADIF, Germany DB INFRAGO, Sweden TRAFIKVERKET and Netherlands PRORAIL)
- Validation and return on experience

Coordinated by UIC, UNIFE and 12 UNIFE members as part of the FP2-MORANE-2 consortium - with UNIFE leading the Work Packages WP2-System Component Preparation and Architectures, and WP5-Dissemination.

In 2025, the consortium mainly focused on the difficult activity of the test, global architecture definition and the launch of the FRMCS system component preparation for the tests. The definition of the scope of the tests, the split of the tests per location and the first draft of the global test architecture were three of the main achievements of the project in the past year.

✉ For more information on FP2-MORANE-2, please visit [www.fp2morane.eu](http://www.fp2morane.eu) or contact UNIFE Technical Affairs Manager **Jose Bertolín**



Jose Bertolín, Technical Affairs Manager, UNIFE presenting FP2-MORANE-2 WP2 at the 4<sup>th</sup> UIC Global FRMCS Conference, 15



## d. EU-RAIL Flagship Project support

Aside from the usual involvement in R&I activities as a coordinator or main beneficiary in research projects, UNIFE has also been active in providing project management support to several of the ongoing Flagship Projects (FPs) of EU-Rail. This support stretches from the initial stages of the proposal preparation and Grant Agreement preparation phases, all the way to the project execution and closure of the projects. The support provided comes in the form of subcontracting and it varies depending on the requirements of each Flagship Project. UNIFE is usually providing its expertise in matters of project coordination and dissemination activities, in collaboration with RINA, who is focusing more on supporting with administrative and financial aspects.

UNIFE has supported five EU-RAIL Flagship Projects during the proposal and Grant Agreement preparation phases for the 1<sup>st</sup> wave of projects and in 2025 continued to support the project phase of three Flagship Projects, namely FP3-IAM4RAIL, FP4-Rail4EARTH and FP6-FutuRe. UNIFE will continue to provide its services to the FPs during the 2<sup>nd</sup> wave of projects where selected, the call of which has been launched by EU-Rail in October 2025 with a deadline for submission of project proposals on the 11 February 2026.



## 3. UNIFE R&I Committee and lobbying activities

With the support of UNIFE's Research and Innovation(R&I)Committee,UNIFEhasbeenproactive during 2025 in targeted lobbying to **call for the continuation of Europe's Rail Joint Undertaking** under the next EU Multiannual Financial Framework (MFF) and its Research Framework Programme (FP10).



Rail Sector calls for a Successor to Europe's Rail Joint Undertaking under Horizon Europe/FP10 and the European Competitiveness Fund

To this end, UNIFE has published several papers, including leading the coordination at sector level. UNIFE has provided concrete proposals on amendments of the Commission's European Competitiveness Fund and Horizon Europe (FP10) proposals (both being published in August 2025 by the European Commission). Furthermore, UNIFE has reached out to different stakeholders at EU-level, including Permanent Representatives, MEPs, the Commission and other associations to actively advocate for a successor to EU-Rail.

UNIFE's R&I Committee has also contributed to several European Commission consultations throughout 2025, including on the European Innovation Act and European Research Area, as well as holding a technical exchange with the SESAR Joint Undertaking.

✉ For more information, please contact UNIFE Technical Affairs Manager **Stefanos Gogos** and **Jose Bertolin**

✉ For more information, please contact UNIFE Head of Technical Affairs **Nicholas Shrimpton**



## 4. European Rail Research Advisory Council (ERRAC)



UNIFE has supported the ongoing work of the European Rail Research Advisory Council (ERRAC) for tasks such as the support of the ERRAC

Chair (currently held by Ralf Kaminsky, Siemens Mobility), or the preparation of the Transport Research Arena (TRA) 2026 in Budapest.

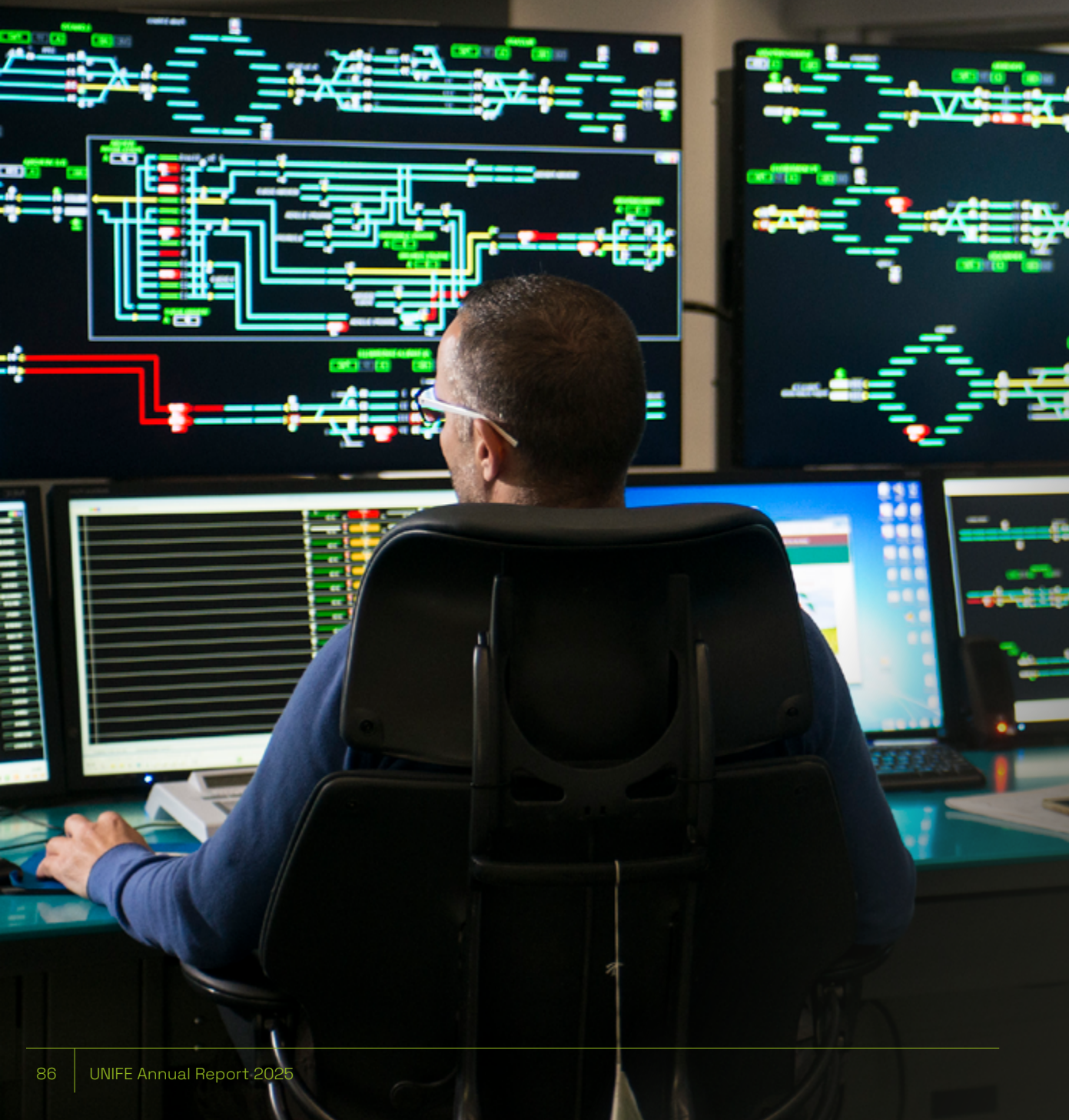
A key task of ERRAC was the development of a technical document describing the future rail research priorities for the sector ("Future Tracks"). This document was developed by the Working Group 1 of ERRAC ("Strategic Program Group").

Working Group 1 creates the ERRAC Research & Innovation agenda and specifies key research areas for action at the EU and national levels, prioritising and integrating stakeholder agendas into a single rail sector roadmap. In 2026, the work on the "Future Tracks" will continue, intended to provide technical input to the content of the desired successor to Europe's Rail Joint Undertaking.



For more information about ERRAC's activities, please visit **[www.errac.org](http://www.errac.org)** or contact UNIFE Head of Technical Affairs  
**Nicholas Shrimpton**









# Signalling and ERTMS®

# 06

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4. ERTMS®: Communication activities / p95



# Signalling and ERTMS®

## 1. Overview 2025



For UNISIG® - the UNIFE Committee and technical body responsible for ERTMS® and Control Command and Signalling / Traffic Management Systems (CCS/TMS) technical specifications - 2025 was a very eventful year, marked above all by change. Most notably, the General Manager position transitioned, as Klaus Mindel concluded his tenure in June and Hartwig Schuster officially assumed the role on 1 June 2025. This year also saw a leadership change at one of UNISIG®'s key partners, the ERTMS Users Group (EUG), with Michel Ruesen passing the role of Managing Director to Sverre Kjenne.

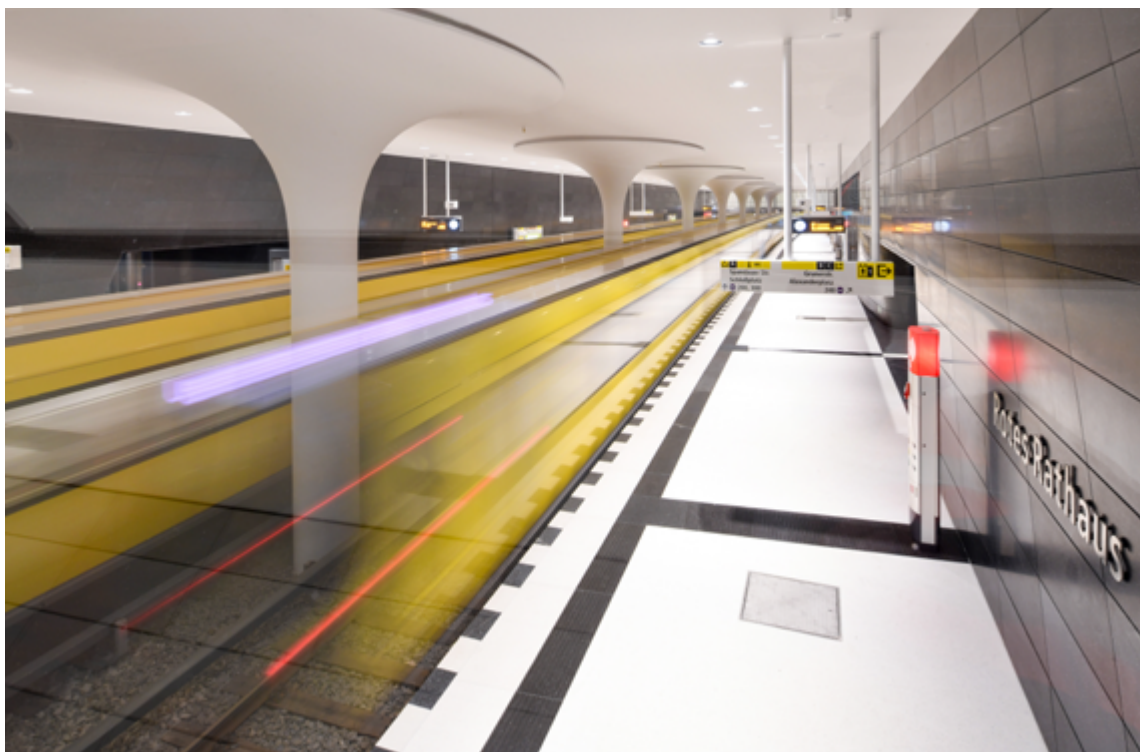
In addition to these significant changes, the UNISIG® family has grown welcoming **Mipro** - a

company based in Finland - as a new UNISIG® partner. Several interested parties have already indicated their intention to join UNISIG®, with further developments expected in 2026.

UNISIG®'s primary activities in 2025 included maintenance of the Technical Specification for Interoperability for Control Command and Signalling (CCS TSI-related specifications) and work within the Europe's Rail Joint Undertaking System Pillar. Furthermore, UNISIG® was involved in the review of the CCS TSI legal text, and its Steering Committee prepared position papers and strategies for work in the System Pillar, as well as improvements for the deployment of the European Train Control System (ETCS) and Automatic Train Operation (ATO), in close collaboration with the UNIFE ETCS Steering Committee (UESC).



Hartwig Schuster, UNISIG® General Manager, UNIFE



## 2. ERTMS®: Main political highlights

### a. ERTMS® Stakeholder Platform



Following the endorsement of a joint declaration in December 2024, agreed between the Representative Bodies, and in view of the intention to update the MoU signed in 2016, the ERTMS® Stakeholders Platform was not reconstituted in 2025.

The most recent activity took place in January 2025, when the UNISIG® General Manager met with representatives of DG MOVE to establish priority areas for the platform.

UNIFE/UNISIG® has made repeated mention of the necessity to reactivate the platform in communications with the European ERTMS® Coordinator and the European Union Agency for Railways (ERA).

### b. ERTMS® in Military Mobility

On 12 June 2025, the EU Commission initiated a stakeholder consultation for the call for evidence on the Military Mobility Package. UNISIG® provided its support to UNIFE in the creation of the UNIFE response to that call, which was published in October 2025.

In addition to the aforementioned, UNISIG®/UNIFE has prepared a factsheet on ETCS for Military Mobility. The objective of the factsheet is to provide a more comprehensive technical exposition on the applicability of ETCS within a military context. The document mentions the need for further requirements to investigate the resilience of ETCS further and outlines contingencies for control, command, and signalling systems.

### c. Future signalling and traffic management system - System Pillar

Europe's Rail Joint Undertaking System Pillar (EU-Rail SP) has been running for about three and a half years, establishing a solid platform for collaboration between railways and suppliers. Together, we are working toward more standardised signalling and traffic management solutions, with the ultimate goal of achieving a Single European Railway Area (SERA) that operates seamlessly across borders.

For the first time, ERTMS® standardisation is being extended beyond train control to encompass the entire signalling system, including interlocking and traffic management. This holistic approach addresses key industry challenges, while balancing technical innovation with economic feasibility, making the System Pillar a top priority for the sector.

When it comes to signalling, the main activities take place in Lot 2, System Pillar Tasks (Tasks 2 & 3) and Lot 3, CCS TSI Maintenance Activities. Around 230 signalling experts from UNIFE/UNISIG® membership are engaged across multiple working groups and technical domains, ensuring progress remains aligned with common objectives.

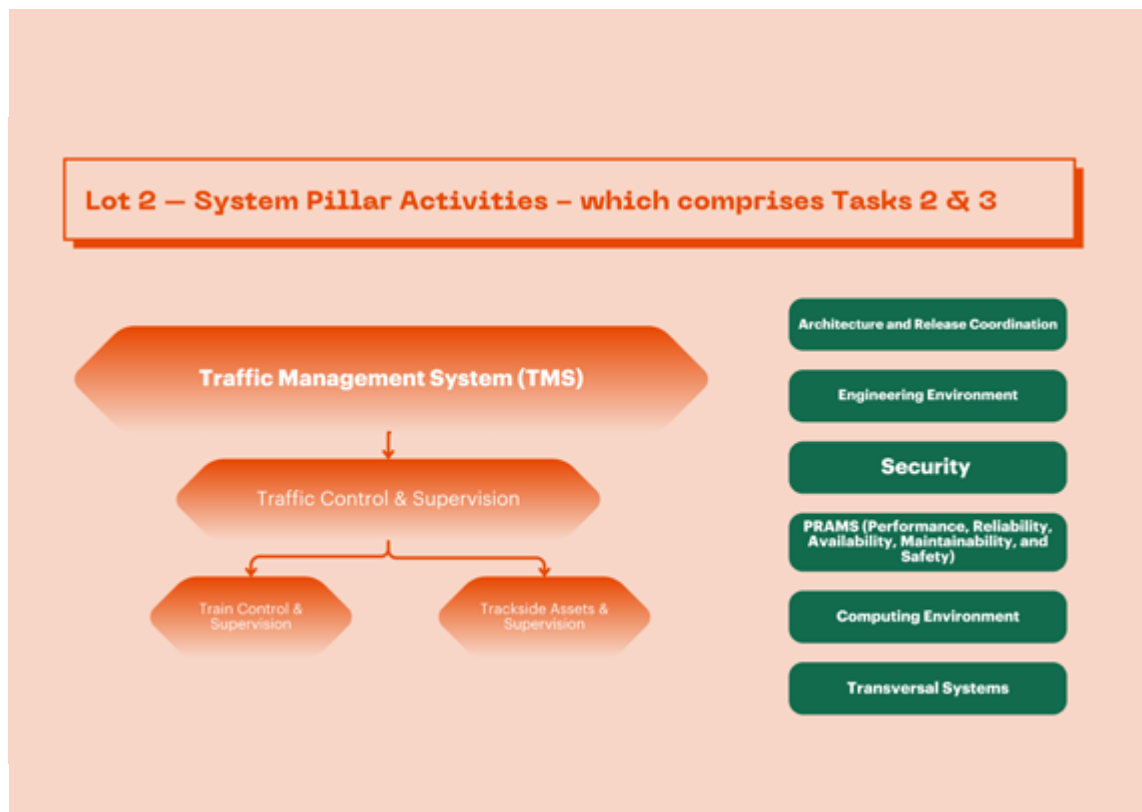
The key activities shaping the future of traffic management and signalling include:

#### Lot 2 – System Pillar Activities

- Task 2: Control, Command, and Signalling (CCS)
- Task 3: Traffic Management System (TMS) & Capacity Management System (CMS)

#### Lot 3 – CCS TSI Activities

Focused on refining and updating the Control Command and Signalling Technical Specifications for Interoperability (CCS TSI).



System Pillar Lot 2, Specific contract 2.4, signalling domains

Throughout 2025, UNIFE/UNISIG® experts contributed to Lot 2, Specific Contract 2.4, across various domains. Some of the deliverables from these activities can be found on the ERJU website: [https://rail-research.europa.eu/system\\_pillar](https://rail-research.europa.eu/system_pillar).

For Lot 3, in 2025 UNISIG® experts have been working under Specific Contract 3.2 until July, and under Specific Contract 3.3 from July 2025 onwards.

The different tasks developed under SC 3.2 include:

- Maintenance of ETCS & ATO specifications: This activity was carried out within the framework of the ERA CCM process and focuses on (potential) error Change Requests (CRs), particularly the pre-assessment of new error CRs
- Enhancement CRs: This activity was also conducted within the ERA CCM process and concerns (potential) enhancement Change Requests

In 2026, UNISIG® experts will continue their work under SC 2.6 and SC 3.3.

The System Pillar is expected to conclude by 2027, however, this will not mark the end of its mission. Discussions on the future successor EU-Rail are already underway, aiming to establish a new organisation that will continue fostering collaboration between the railway sector and industry.

## d. ERTMS and Global Gateway

In 2025, UNISIG® continued to provide ERTMS®-specific expertise and technical support to UNIFE's Global Gateway activities. As part of UNIFE's work related to Latin America - including Mexico, Costa Rica, and Panama - the UNIFE ERTMS® Marketing Group (UEMG) developed ERTMS® Fact Sheets in Spanish, including a comparative analysis with the U.S. train protection system to support knowledge transfer and decision-making.

An additional analysis for South Africa highlighted the advantages of ERTMS® under local conditions. Support for other regions is already underway, ensuring UNISIG®'s continued contribution to the global expansion of ERTMS®.

## 3. ERTMS®: Technical topics

### a. CCS TSI status and update

In terms of the CCS TSI, 2025 was dominated primarily by work on the first amendment to the 2023 CCS TSI, the recommendation for which was published in December 2024 by ERA and after which the EU Commission further worked on the text for RISC adoption.

The implementation of the amendment - originally planned for 2024 - was postponed to 2025. Following a positive RISC vote in November 2025, it will now come into force by the beginning of 2026 at the latest. The amendment was originally motivated by the consideration of Subsets 076, 151 and 153, which were not included in the CCS TSI 2023.

Additionally, ERA updated the error correction process to be more realistic by linking the deadline for notifying error correction change requests (CRs) that prevent normal service in the RINF (Register of Infrastructures) to the publication of the baseline compatibility assessment (BCA). The BCA provides the basis for determining whether CRs prevent normal service.

Furthermore, several editorial modifications and improvements have been made. Additionally, Annex B has been modified to provide clearer explanations and to introduce new transition periods for the amendment (e.g. for the newly introduced subsets).

UNISIG® contributed to the amendment during the review of several text proposals after the recommendation and in the public consultation, up to the final version for the RISC voting.

While UNISIG® appreciates the improvements made to the CCS TSI text, including the relaxations in Annex B, we also recognise an increase in the overall complexity of the transition regime, given the various tables in Annex B. We believe that organisations not closely involved in reviewing legislative text proposals and discussions in the CCS working party, will find the matter difficult to understand, which poses project risks as misunderstandings could lead to incorrect actions.



The inappropriate reference to Subset-076, V3.x (for Baseline 3) in the current version of the CCS TSI (2023) caused significant disruption. Suppliers had products ready for certification against Baseline 4, System Version 2.1. However, the reference to Subset-076, V3 has created uncertainty over whether the CCS TSI backdoor (Section 6.2.4.1), which allows suppliers to use their own tests for certification as an interim measure, can be used.

UNISIG® raised this issue at the CCS Working Party meeting in October 2025, at which point ERA offered to publish a Technical Opinion recommending the use of Subset-076, V4. However, UNISIG® did not accept this because projects required certificates based on the current CCS TSI before the amendment came into force, not at the end of 2026 or in 2027. Initial indications from the laboratories suggested that applying the new Subset-076 would take approximately one year, and that more issues in the new version of Subset-076 and its implementations would likely be discovered.

Due to UNISIG®'s intervention and the activities performed by its members towards national CCS mirror groups and national RISC representatives, the matter was discussed at the RISC meeting in November 2025. This led to an interim solution involving a transition period during which the CCS TSI backdoor could be used.

## b. CCS WP

The ERA's CCS Working Party convened on four occasions in 2025, with the primary focus of these meetings being the update provided by the EU Commission, which was based on ERA's recommendation for the CCS TSI 2023 amendment (see point a.).

Furthermore, the following was discussed in 2025

- State of play of the work on the FRMCS specifications and associated activities (e.g. FP2-MORANE2)
- Topical Working Group (TWG) on ESC
- Updates of the CCS TSI Application Guide
- TWG on Engineering
- Status of National Implementation Plans
- Marker Boards

UNISIG®'s involvement in the working party's meetings included participation by the UNISIG® General Manager Hartwig Schuster, members of the UNISIG® Certification & Authorisation (C&A) Working Group, and the UNISIG® Chair Vladimír Kampík (AŽD Praha). The preparation of speaking points is typically undertaken by UNISIG® C&A and the UNISIG® Steering Committee. UNISIG®'s primary contributions encompassed the formulation of statements and reviews concerning the evolution of the CCS TSI, the TWG ESC, and the updates to the CCS TSI Application Guide.

## c. ESC TWG

The ERA's Topical Working Group (TWG) on ETCS System Compatibility (ESC) was initiated in March 2025, and convened on four occasions throughout the year.

ERA's objective is twofold - first, to reduce ESC checks, and second, to phase out ESC.

UNIFE/UNISIG® is an active participant in the TWG, with representation from the UNISIG® General Manager Hartwig Schuster, a representative from UNISIG®'s Working Group Certification & Authorisation (C&A), and a representative from UNIFE's vehicle supplier community.

The TWG ESC is comprised of representatives from CER, EIM, EUG, NSAs, Notified Bodies, and ERA.

While UNISIG® acknowledges ERA's efforts in reducing the effort for ESC, concerns remain regarding the performance of the group, as the established goals are not regarded as realistic.

UNISIG® has expressed a preference for a strategy that emphasises the reduction of processes connected to ESC (e.g. certification and authorisation), rather than its phase-out, as this approach is not regarded as realistic in the near future.

UNISIG®'s concerns are shared by other stakeholders, especially EIM. UNISIG® and EIM are therefore working on an alternative approach for ESC, which is planned to be published in January 2026.

In November 2025, ERA made the decision to discontinue the TWG ESC, as the format is no longer deemed suitable and certain stakeholders have not yet responded to actions stipulated by ERA.

## d. ERA ERTMS® Conference Steering Committee

The **ERA ERTMS® Conference is scheduled on 21-23 April 2026**, and ERA initiated the ERTMS® Conference Steering Committee in September 2025 with the objective of reaching a consensus on the agenda, workshops, presentations, and speakers for the plenary sessions.

UNISIG® has proposed a two-pronged approach to address ERTMS® cost-drivers. Firstly, we suggested a concentration of the matter during the workshops. Secondly, UNISIG® has put forward the idea of including a session on this subject in the plenary session, which the organisation will be hosting.

## e. ETCS On-board cost drivers

In April 2025 the **EU Commission with the support of EY published a report about ERTMS® on-board cost-drivers**. Through UNISIG's on-board



European Commission report: ERTMS on-board deployment Analysis of cost drivers, April 2025

architecture mirror group, UNISIG®, UNITEL and the vehicle supplier community of UNIFE contributed to the draft of that report. Although UNISIG® does not agree with all statements, the report gives a balanced and good overview about cost drivers and suggestions for improvements but leaves out the more general reasons for the high costs of ETCS. In November 2025, together with our partners from the Rail Operating Community (CER), we held a discussion in Warsaw on a coordinated approach to cost reduction.

**The EU Commission is also working on a report on ERTMS® trackside cost drivers, which will be published in 2026.**

## f. UNIFE/UNISIG® Technical positions

### ► UNISIG® technical position on ETCS cost drivers

According to the ERTMS® on-board cost-driver report, UNISIG® created an internal report that provides an overview of the ETCS on-board suppliers' perspective on the subject. It presents a comprehensive array of arguments, including those concerning the purported constraints on competition and the alleged absence of upgradeability in products. The report will soon be updated to include information about trackside cost-drivers.

The report will not be published in the short term. However, UNISIG® will publish an article in a magazine based on information received in this internal report. Further publication will be decided upon after the publication of the ERTMS® trackside cost-driver report and the ERA ERTMS® Conference.

### ► UNISIG® position towards ASTP

UNISIG® has developed its position on the Introduction of a separate subsystem Basic ASTP (Advanced Safe Train Positioning) before Full ASTP is harmonised. Basic ASTP represents an initial implementation of the Advanced Safe Train Positioning system with limited functionality, whereas Full ASTP is the complete, fully interoperable system intended for full integration with all ETCS subsystems and future operational requirements.

After a detailed technical analysis by UNISIG® experts, it was concluded that, by 2029, suppliers see more risks than benefits in

separating the odometry (the part of the system that measures distance and speed) into its own independent and interchangeable component. Therefore, UNISIG®'s preferred solution is to keep the odometry function integrated within the ETCS On-board system. However, it was agreed that a clear and open interface should be available for testing and other specific applications — but this should not involve separating odometry from the ETCS On-board system for the Basic ASTP planned for 2029.

UNISIG® also noted that, when developing the Full ASTP interoperable subsystem in the future, integration and testing aspects will need to be carefully defined. This will require a comprehensive test specification. Further technical analysis is already ongoing within the System Pillar activities.

- **Subset - 150: Concept for the Evolution of the On-board CCS Architecture**

UNISIG® has been working on the document Subset-150 – Concept for the Evolution of the On-board CCS Architecture, which has been published on the official ERTMS® website.

This document presents the UNIFE/UNISIG® perspective on the evolution of the on board CCS subsystem, as defined by the CCS TSI. Its publication is of great importance to us, as it allows the supply industry to share a transparent and unified view on new technologies and their progressive deployment. The document seeks to balance innovation with cost-efficiency.



Subset – 150: Concept for the Evolution of the On-board CCS Architecture

► Comparative Economic Impact Assessment for FRMCS upgrade of ETCS on-board

After ERA rejected the concepts produced by the so called CTO Council (an initiative mainly started by railway undertakings with supply industry support) for a lean upgrade (instead of full ETCS Baseline 4, System Version 3.0 upgrade) of existing vehicles to FRMCS readiness in 2024, UNISIG® was asked to perform a comparative economic impact assessment (CEIA) for FRMCS upgrades to the so called ETCS Baseline 4, System Version 2.1 plus CR 1359 (FRMCS readiness CR).

UNISIG® published the result of the CEIA in July 2025, which was not satisfactory for the stakeholders as the portion of vehicles that can be upgraded to FRMCS readiness under the defined conditions and compliant to Baseline 4 without HW changes is very limited.

In UNISIG®'s opinion, if the railway sector would like to avoid the cost of a complete move to ETCS Baseline 4, System Version 3.0, individual solutions negotiated between customer and supplier must be allowed, even if they will have more constraints than a full ETCS Baseline 4, System Version 3.0 solution.

To reach a good balance between acceptable constraints and cost efficiency, conditions could be defined, which specify the minimum goal to be reached by the upgrade (e.g. FRMCS readiness by keeping the design operating state of the vehicle) and cost-limiting elements (e.g. only requirements valid at the time of the last authorisation need to be applied). Then, customers can individually request tenders from their suppliers, which need to follow these conditions.

ERA and the EU Commission have expressed openness to considering the UNISIG® proposal and are currently working on these conditions, which are due to be agreed by early 2026.



Victoria Campos, UNISIG® Manager, UNIFE

## 4. ERTMS®: Communication activities

### a. UNIFE ERTMS® Marketing Group

The UNIFE ERTMS® Marketing Group (UEMG) plays a central role in promoting and communicating the progress and benefits of the European Rail Traffic Management System (ERTMS®) across Europe and beyond. The group, composed of representatives from UNISIG®'s six Full Members — Alstom, AŽD Praha, CAF, Hitachi, Mermec, and Siemens — as well as Associated Member ProgressRail, coordinates all marketing and communication activities related to ERTMS®, ensuring consistent and high-quality messaging about its deployment, advantages, and continuous evolution.

UEMG's work includes collecting and disseminating deployment statistics, maintaining and updating the official ERTMS® website, and producing key communication materials such as factsheets,

brochures, and event content. The group also oversees ERTMS®-related communication through official social media channels, including **LinkedIn** and **Bluesky**, and supports the organisation of events that showcase the system's latest developments and achievements.

Over the past year, the group has remained deeply engaged in strengthening the visibility and outreach of ERTMS® through a wide range of coordination and promotional activities. Its efforts have focused on maintaining accurate and up-to-date content on the official **ERTMS® website**, ensuring that stakeholders and the public have access to reliable information about ongoing projects and deployment progress.

In parallel, the UEMG has continued to manage and refine key data resources that monitor ERTMS® implementation. It has also provided expert input and recommendations to the European Commission, the European Union Agency for Railways (ERA), and other institutional partners supporting the continued advancement of ERTMS® across Europe.



## b. Main ERTMS® events organised by UNIFE in 2025

### UNISIG® Info Day

On 18 February 2025, UNIFE celebrated the UNISIG® Info Day, bringing together experts from all UNISIG® members to share insights and foster collaboration. The event offered a valuable opportunity for UNISIG® experts to broaden their perspectives and learn about the ongoing efforts of more than 230 experts across different working groups and domains, which works together on the System Pillar activities.

Key discussions during the day centred on several important topics, including:

- Signalling Target Architecture
- The Importance of Operational Harmonisation
- The relevance of the System Pillar platform for RSI and ROC in the joint development of the Single European Railway Area

For over 25 years, UNISIG® has led the way in ETCS specifications, providing a stable platform for collaboration among ETCS suppliers. In this space, members work together to align positions and coordinate the evolution of technical specifications, ensuring continued progress and innovation.

The UNISIG® Info Day celebrated the extraordinary efforts and collaboration of its experts, recognising their dedication to delivering high-quality specifications and solutions that improve interoperability and operational efficiency. As a recognised technical body, UNISIG® continues to play a pivotal role in shaping the future of European railway signalling and making a significant global impact on the sector.

UNIFE's Director General Enno Wiebe, closed the event by expressing his gratitude for the valuable contributions made by all the experts. In his speech, Enno Wiebe stressed the need to accelerate ERTMS® deployment, which remains a critical priority for the future of European railway infrastructure. He called on everyone to continue fostering collaboration and innovation to address the challenges ahead, ensuring that the railway sector remains competitive, efficient, and resilient.



UNISIG® experts at UNISIG® Info Day

## ERTMS® Webinar: Business case for ERTMS®

On 15 October, the ERTMS® Webinar “Business Case for ERTMS®. Demonstrating Customer Benefits and Investment Returns” brought together valuable insights and real-world experiences from across Europe. Moderated by Christina Holtmannspoetter, Chair of the UNIFE ERTMS® Marketing Group (UEMG), the session featured expert presentations from Gemma Salazar (Vice-President Strategy, Marketing and Technical Main Line Signalling, Hitachi Rail), Thibault Draye (ETCS Level 2 Program Manager, Infrabel), and Pavel Corradini (Train Driver, České Dráhy).

The webinar showcased successful national ERTMS®/ETCS implementations, highlighting measurable improvements in safety, punctuality, and digital readiness, as well as the system's role in enhancing interoperability and network performance. Speakers also addressed current challenges and opportunities for future deployment, underscoring the value of continued investment in ERTMS® as a key enabler of Europe's digital rail transformation.

Overall, the webinar offered a comprehensive and engaging overview of how ERTMS® continues to deliver tangible operational and societal benefits, driving Europe's railways toward a safer, smarter, and more sustainable future.



For more information please visit **www.ertms.net** or contact UNISIG® General Manager **Hartwig Schuster** or UNISIG® Manager **Victoria Campos**




## ERTMS WEBINAR

**Business Case for ERTMS: Demonstrating customer benefits and investment returns. Experiences from the implementation.**

**Moderated by:**



**CHRISTINA HOLTMANNSPOETTER**  
DIRECTOR SALES & INNOVATION FOR GLOBAL MAIN LINE SIGNALLING  
UNIFE ERTMS MARKETING GROUP CHAIR  
SIEMENS MOBILITY

**Speakers:**



**GEMMA SALAZAR**  
VICE PRESIDENT STRATEGY, MARKETING AND TECHNICAL MAIN LINE SIGNALLING  
HITACHI RAIL  
**TOPIC:**  
The current status of the ERTMS business case from supplier's perspective.



**THIBAUT DRAVE**  
ETCS LEVEL 2 PROGRAM MANAGER  
INFRABEL  
**TOPIC:**  
Real-World Case Study and Return on Investment



**PAVEL CORRADINI**  
TRAIN DRIVER  
ČESKÉ DRAHY (CZ RUJ)  
**TOPIC:**  
Real-world examples that highlight tangible and measurable benefits for ERTMS users

Webinar organised by the UNIFE ERTMS® Marketing Group





# IRIS Certification®

07

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# IRIS Certification®

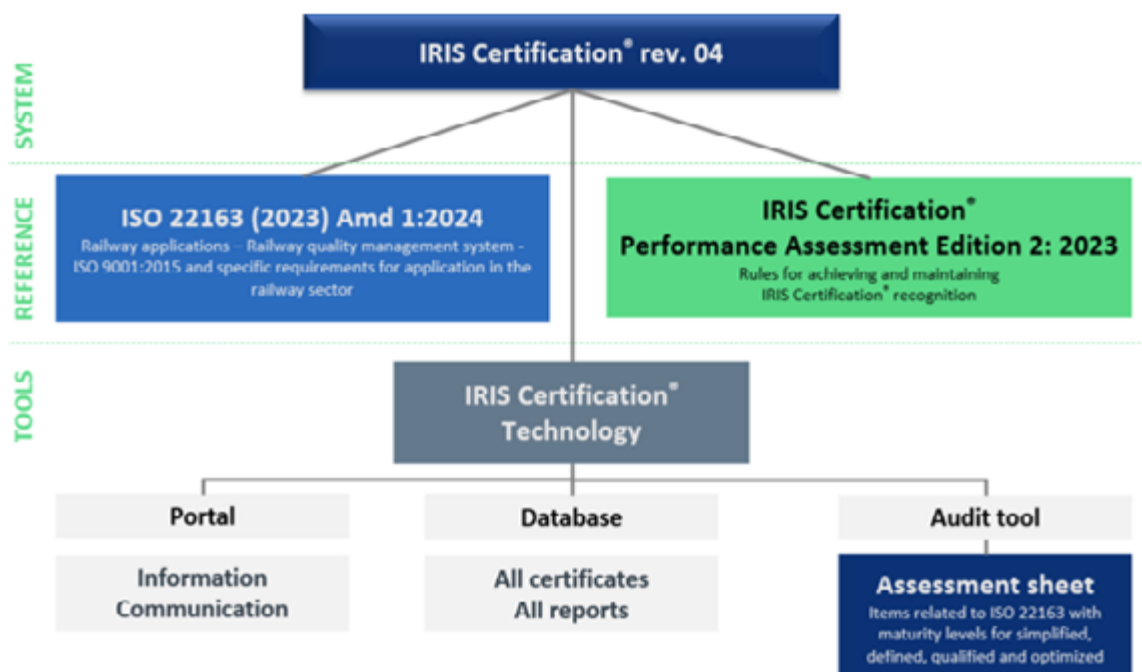


The International Railway Industry Standard (IRIS) is a globally recognised system for the evaluation of business management systems, which is unique to the rail sector. Owned by UNIFE and supported by operators, system integrators, and equipment manufacturers, IRIS Certification® boosts customer satisfaction and implements a culture of quality in the rail sector by promoting methods and behaviours that lead sector stakeholders to pursue optimum performance.

## 1. IRIS Certification® milestones and operational situation in 2025

In 2025, UNIFE achieved significant milestones with the rollout of **IRIS Certification® Rev.04** audits aligned with ISO 22163:2023.

In February 2025, the IRIS Management Centre (IMC) released the **IRIS Certification® Performance**



IRIS Certification® Rev.04 system

**Assessment Edition 2:2023**, introducing updates to the rules governing the assessment methodology and the certification process. These two references, together with the **IRIS Certification® Technology** (full web application comprising the Rev.04 Assessment Sheet and the IRIS Portal), constitute the **IRIS Certification® Rev.04 system**. IRIS Certification® Technology Rev.04 audits officially started on 1 April 2024, marking the launch of the IRIS Rev.04 implementation phase.

Throughout 2025, the IMC organised three training sessions for new auditors wishing to join the IRIS Certification® scheme, with 16 auditors successfully completing the course.

While the number of certified companies remained stable throughout 2025, we anticipate an increase in 2026. This growth is expected as many micro, small and medium-sized enterprises can leverage the newly simplified certification process, which lowers barriers to entry and facilitates participation in the scheme.

In addition, the IMC is strengthening its engagement with all stakeholders to ensure the effective implementation and promotion of IRIS Certification® Rev.04.

✉ Further information concerning **IRIS Certification®** can also be found in the **Facts and Figures Factsheet** as well as on the IRIS Certification® Portal [www.iris-rail.org](http://www.iris-rail.org).

## 2. New Chair of the IRIS Certification® Steering Committee

Anna-Kathrin Werkmeister succeeded Stefan Siegler as Chair of the IRIS Certification® Steering Committee on 1 October 2025.

We would like to thank Stefan for his close involvement with IRIS Certification® for more than 10 years. Having joined the committee back in 2014, he has seen and helped shape some of the most important developments in IRIS Certification®, from introducing transparency on quality performance to achieving recognition as a full ISO standard.

Anna-Kathrin Werkmeister assumed leadership of Business Excellence / Quality Management, having previously led the Procurement Department within the Siemens Mobility Rolling Stock Business Unit. Anna-Kathrin brings extensive experience in Supplier Quality Management, IRIS Certification® and broader Quality topics, supported by her strong background in the automotive and steel industries.



Anna-Kathrin Werkmeister and Stefan Siegler in Berlin



# Facts and figures

December 2025



IRIS Certification® is a global system enabling the rail sector to benefit from a strong and recognised evaluation method. Its successful implementation creates a win-win situation for all stakeholders.



**4188**  
IRIS REGISTERED COMPANIES



**2292**  
IRIS CERTIFIED COMPANIES

42% SMALL 40% MEDIUM 18% LARGE



**9**  
GOLD QUALITY PERFORMANCE LEVELS



**381**  
SILVER QUALITY PERFORMANCE LEVELS



**1212**  
BRONZE QUALITY PERFORMANCE LEVELS



**16**  
CERTIFICATION BODIES (CBs)



**272**  
ACTIVE AUDITORS



**218**  
LEAD AUDITORS



**33**  
LANGUAGES



**54**  
CO-AUDITORS



**36**  
MULTI-CB AUDITORS



ALSTOM

CAF

Faiveley Transport

BONATRANS

HARTING

KNORR-BREMSE

Hitachi Rail STS

Talgo

SCHAEFFLER

SIEMENS

VOITH

[www.iris-rail.org](http://www.iris-rail.org) [unife.org](http://unife.org) ©UNIFE, 2025



ISO RQMS working group meeting hosted by Siemens Mobility in Graz, Austria

### 3. IRIS Certification® and the link to the International Organization for Standardization (ISO)

Through UNIFE's A-Liaison status for the ISO (International Organization for Standardisation) Rail Technical Committee 269, the IMC participated in the ISO Rail Quality Management System working group in Graz, Austria.

The meeting focused on reviewing the working group's comments to the ISO/DIS 9001, which is currently in the development phase and expected to replace ISO 9001:2015 in 2026.

Revising the standard is essential to maintain its relevance to evolving business needs. The IMC is closely monitoring the progress of the ISO 9001 revision to ensure that ISO 22163 — and consequently IRIS Certification® — remains aligned with the updated standard.

### 4. Quality performance levels and control

The Gold Committee has been continued to honour companies that have demonstrated exceptional commitment to IRIS Certification® at the Gold level. This achievement reflects their dedication to quality, safety, efficiency, and continuous improvement within the railway sector.

The committee plays a pivotal role in maintaining the highest standards by evaluating organisations against enhanced criteria. The transition to Rev.04 required substantial investment in resources and expertise, underscoring the resilience and excellence of these companies. This milestone marks a renewed chapter in advancing quality and performance across the industry.

The updated 'Search Certificates' page on the IRIS Certification® Portal helps finding companies that have achieved a recognised level of quality performance.



## 5. Performance Assessment:2023

The second edition of the rules for achieving and maintaining IRIS Certification® recognition is available on the IRIS Certification® Portal as of 15 January 2025. As mentioned previously, IRIS Certification® Performance Assessment:2023 is part of the IRIS Certification® system, and it has been reviewed and updated to integrate the evolution of the requirements defined in ISO 22163, the certification process, and assessment methodology. The main updates concerned the following topics:

- ▶ Audit organisation (audit execution, audit documentation, and audit duration)
- ▶ Assessment methodology (applicability of certification activity versus business category)
- ▶ Quality performance level (transfer audits)
- ▶ Product scope (clarification to ease the understanding)

The third edition of the rules, which will be incorporating further clarifications and return of experience collected by both the IMC and the industry, is expected to be released in Q2 2026.

## 6. IRIS Technology

A core feature of the IRIS Rev.04 scheme is its integrated Audit Tool and Portal, enabling assessment execution and centralised certification management. The Audit-Tool Web is a cloud-based solution that enables organisations to conduct readiness reviews, perform internal audits, and identify gaps early in the process. Certification bodies have been equipped with secure credentials, granting IRIS Certification®-approved auditors access to conduct Rev.04 audits efficiently. Leveraging next-generation technology, the Audit-Tool Web Application offers simplified reporting, cross-platform compatibility, and global accessibility, incorporating the latest assessment methodology aligned with ISO 22163:2023. Recent technical issues have been resolved, ensuring a stable and reliable user experience.

Looking ahead, the IMC remains committed to an ambitious IT roadmap focused on cybersecurity, continuous enhancements, and innovative projects planned for 2026 and beyond.

## 7. Communication

In 2025, targeted communication remained a central focus of IRIS Certification® activities, with the IMC ensuring that all stakeholders were fully informed about the key elements of the Rev.04 scheme, introduced on 1 April 2024. The main communication channels included white papers, news articles on the IRIS Certification® Portal, webinars, and social media.

Two white papers were released, outlining the benefits of IRIS Certification® as well as Simplified assessment for small and medium-sized companies:



Throughout the year, multiple webinars were conducted, attracting over 3.000 participants, in order to update stakeholders on the progress of the IRIS Rev.04 implementation phase:

### IRIS Certification® Performance Assessment (edition 2) Webinar

We presented the second edition of the IRIS Certification® Performance Assessment:2023, covering the key updates to the publication.

## IRIS Certification® Rev.04 Anniversary Webinar

This webinar celebrated the one-year anniversary of the IRIS Certification® Rev.04 and focused on the updates introduced in the new revision. The session included Rev.04 statistical analysis as well as testimonials from a certified company and a certification body.

## IRIS Certification® Webinar: QPL, Simplified Assessment, Product Scopes

We covered the key IRIS Certification® concepts such as Simplified assessment designed for small to medium-sized enterprises, Rev.04 product scopes, and quality performance levels (QPL). A special highlight of the webinar was hearing from companies that achieved the Gold QPL.

## IRIS Certification® Webinar: Rev.04 Survey Findings

We discussed the latest findings of the Rev.04 system survey, reflecting the experiences of companies recently audited under the IRIS scheme.

## IRIS Certification® Technology Webinar

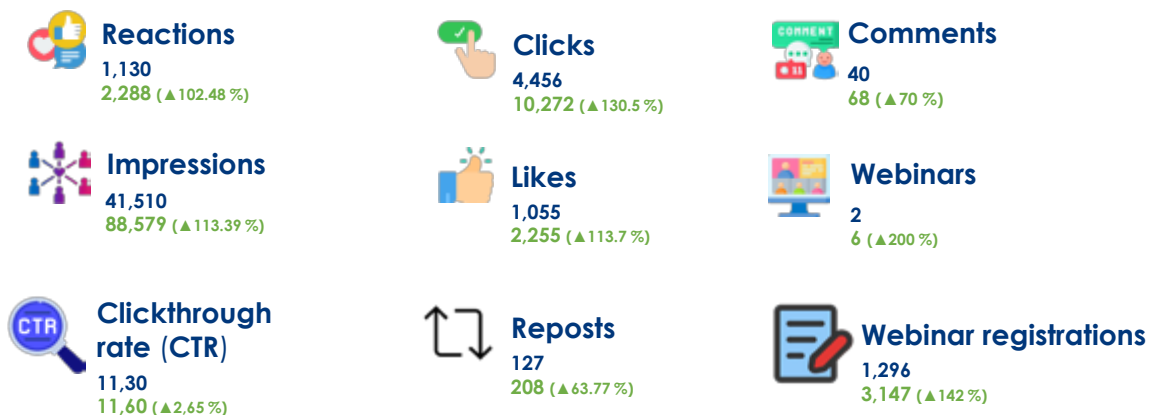
In a live demonstration, we presented the IRIS Certification® technology, particularly focusing on navigation through the IRIS Certification® Portal and advanced functions of the Audit-Tool Web.

## IRIS Certification® Webinar: Looking Ahead to 2026

Together with guest speakers, we outlined the key goals and priorities for IRIS Certification® in 2026, building on this year's achievements.

Recordings of these webinars are available on the **IRIS Certification® YouTube channel**, and the series will continue into 2026.

Throughout 2025, our social media efforts resulted in an expanded online presence, enabling the presentation of the following results compared to the previous year:



**Legend:**  
 Blue = 2024 result  
 Green = 2025 result

## 8. Trade fairs and events

### a. UNIFE General Assembly (Warsaw, Poland, 11-12 June 2025)

At UNIFE's major annual event, the IMC hosted the Dialogue Forum *Advancing quality: How does IRIS Certification® respond to the main challenges in the railway industry?*

Four speakers from the IMC conveyed key messages about the IRIS Rev.04 implementation, survey findings, and future objectives. A panel discussion was also held with industry representatives analysing feedback of the Rev.04 system survey and return of experience in the IRIS Certification®

implementation. Finally, three railway companies were awarded Gold QPL certificates in recognition of their high quality and compliance with IRIS Certification® requirements.

The speakers agreed that Rev.04 aims to reduce complexity of the scheme, while maintaining high quality standards in the industry. The key takeaways of the round table were as follows:

- IRIS Certification® remains the leading and most efficient quality system certification for the railway industry
- QPLs have a direct impact on market perception
- the simplified IRIS assessment is a perfect entry point to the scheme for SMEs, who are later encouraged to pursue full certification



UNIFE Dialogue Forum on Quality: presentation by the IMC



UNIFE Dialogue Forum on Quality: panel discussion

### **b. SIFER (Lille, France, 24-26 June 2025)**

The IMC represented IRIS Certification® at the 15<sup>th</sup> International Exhibition of Railway Technology, the leading international rail event in France. The event provided a platform for connecting with certified companies and discussing continuous improvement in the industry.

### **c. Railway Forum (Berlin, Germany, 2-4 September 2025)**

The IMC attended Railway Forum 2025, one of Europe's major railway industry management conferences, to foster collaboration with key industry stakeholders and promote IRIS Certification®.

Within the framework of Railway Forum, the IMC also took part in the executive workshop on IRIS

Certification® for robust supply chains, discussing market recognition and perception, benefits of the certification scheme, among other topics. The workshop featured a keynote speech by an industry executive and concluded with the awarding of QPL certificates.

Another highlight of Railway Forum 2025 was the Women in Mobility Luncheon, uniting female professionals from across the railway sector. IRIS Certification® was proudly represented at this event, which promotes innovation in the industry through diversity and inclusion.

### **d. EXPO Ferroviaria (Milan, Italy, 30 September - 2 October 2025)**

The IMC's participation in this biannual event was an opportunity to engage with companies interested in IRIS Certification®, as well as to connect with already certified companies from Italy and beyond.



(left-side) **Anne-Emmanuelle Baudrier**, IRIS Technical Leader, UNIFE, at Women in Mobility Luncheon



## e. 16<sup>th</sup> International Railway Equipment Exhibition (New Delhi, India, 15-17 October 2025)

One of the most compelling rail industry events in Asia and globally, International Railway Equipment Exhibition (IREE) is an exhibition dedicated to the railway and transportation sector. The IMC had the privilege of engaging with numerous professionals among the exhibition participants to help promote and advocate for quality in the railway industry through IRIS Certification®.

## f. Rail Live (Madrid, Spain, 26-28 November 2025)

Attending Rail Live, Spain's leading international rail exhibition and conference, enabled the IMC to connect with industry representatives and deliver a presentation titled *IRIS Certification®: Implementation and Next Steps*.



David Martínez, IRIS Control Manager, UNIFE, at Rail Live, November 2025

## 9. Control activities

Monitoring activities in 2025 focused on ensuring confidence and credibility in the IRIS Rev.04 system, verifying its implementation and transition status, and training new witness auditors.

Three new witness auditors were trained in Rev.04 requirements, witness audit processes, and calibration audits.

During the year, 57 witness audits were scheduled and 93 auditors were monitored. A total of 142 witness audit days were completed: 60% in China, 37% in Europe, and 3% in Oceania. Each approved certification body conducted at least one witness audit.

Office audits, predominantly held in person, facilitated the sharing of results and alignment of expectations among all stakeholders. For the first time, sites in India involved in IRIS Certification® were visited. Scheme control is a crucial activity that ensures all rules are applied and respected by the certification bodies and auditors.

## 10. 2025 was an important milestone for companies

Since the launch of IRIS Certification® Rev.04 in 2024, organisations have been able to start certification, undergo a re-certification, and conduct transition audits in Rev.04.

The transition from Rev.03 to Rev.04 has been successfully managed, and we are now moving forward with full momentum towards 2026.

Since its inception, the IRIS Certification® scheme has undergone continuous development, enhancing its structure and accessibility. These developments have contributed to its broad recognition and use within the railway sector. Looking ahead to 2026, the IMC intends to continue refining the standard, with a focus on addressing emerging industry challenges. The scheme will maintain its emphasis on safety and quality.

✉ For more information on IRIS Certification®, please visit the IRIS Certification® Portal [www.iris-rail.org](http://www.iris-rail.org) or follow us on **LinkedIn** and **YouTube**.







# Communications

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# Communications

## 1. European Railway Award 2025



The 2025 European Railway Award was held in Brussels on 17 February 2025. Jointly organised by UNIFE and CER, the 2025 edition bestowed three awards under the theme **'A new journey for Europe's rail: From Inspiration to Realisation'**, paying tribute to three driving forces for rail who helped pave the way to today's time for action.

Opening the event **European Commissioner for Sustainable Transport and Tourism Apostolos Tzitzikostas**, declared: *"As the EU enters a new era of policymaking, so does rail travel. My team and I are already working on key priorities - high-speed rail, single ticketing, digitalization, military mobility, competitiveness, and sustainability. With rail's revival firmly on the EU agenda, my focus is on accelerating its renaissance."*

Representing the **Polish Presidency of the EU**, **Polish Minister of Infrastructure Dariusz Klimczak**, asserted: *"Rail transport in Europe is crucial for sustainable mobility, reducing emissions, and enhancing connectivity across regions. The Polish presidency focuses on enhancing Europe's security. Railways have a role to play in this regard. We need sufficient funding for expanding high-speed rail networks, responding to military needs and strengthening Europe's competitiveness."*

As part of the evening's honours, Former Italian Prime Minister **Enrico Letta** was awarded the event's **Rail Champion** prize for his considerable efforts to raise awareness of rail's unique qualities, and to promote it as key to the future of European growth and prosperity. Letta's highly influential report to the Council of the EU, **'Much More Than a Market'** calls for the planning, funding, and implementation of high-speed rail to connect European capitals, which is a key pillar of the green and digital transitions.



Meeting of the **UNIFE Presiding Board** with **Apostolos Tzitzikostas**, European Commissioner for Sustainable Transport and Tourism ahead of the European Railway Award

In his acceptance speech, **Enrico Letta** said: *"In my journey across Europe, I was astonished to find a continent so seamlessly united by its purposes and values, yet so physically divided by its underexploited railways. A high-speed rail network connecting all EU capitals would embody the very essence of building a stronger, more integrated, and greener Europe."*

A **Lifetime Achievement Award** went to Former Member of the European Parliament **Dominique Riquet**, a strong ally for rail throughout his career. Over successive parliamentary mandates (2009-2024), he notably co-led the vital negotiations for the revision of the Trans-European Transport Network (TEN-T) regulation, while also supporting and driving long-term funding and financing for the benefit of rail networks across the European Union (in particular with the Connecting Europe Facility).

Upon accepting his award **Dominique Riquet** stated: *"The 19<sup>th</sup> century was that of coal and rail, the 20<sup>th</sup> that of oil and road, the 21<sup>st</sup> marks the great return of rail: more environment-friendly, more high-volume/accessible to the masses, more social, safer. It will be up to the EU to bear this boom by harmonising the standards, supporting research and industry, and interconnecting the national network. There remains a lot of work for all of us."*

As part of the ceremony, **Josef Doppelbauer** was bestowed with an **Accomplishment Award** by his peers, celebrating more than 25 years of activity in the sector and two successful mandates as Executive Director of the European Union Agency for Railways from 2015-2024, where he championed the Fourth Railway Package and its implementation.

During his acceptance address, **Josef Doppelbauer** declared: *"Looking back to the past ten years, progress in building the Single European Railway Area has been possible through good cooperation within the sector and with the institutions. In order for rail to truly become the backbone of the European multimodal transport network, this cooperation needs to be continued, if not strengthened."*

Remarks across the evening outlined the need for consistent funding through an ambitious Multiannual Financial Framework for 2028-2034, while also ensuring predictable regulation and completing outstanding policy frameworks and programs, such as TEN-T network upgrades and the roll-out of the European Rail Traffic Management System (ERTMS®).

This includes the sector calling on EU policymakers and Members of the European Parliament for a modernisation of infrastructure, the adoption of innovative technologies and integration of cross-border networks, which are vital for meeting the demands of a competitive European economy.

**The 19<sup>th</sup> edition of the European Railway Award will be held in Brussels on 1 February 2026 at the Belgium Royal Museums of Fine Arts.**



For further information visit  
[www.europeanrailwayaward.eu](http://www.europeanrailwayaward.eu)



Rail Champion Award: **Enrico Letta**



Lifetime Achievement Award: **Dominique Riquet**



Accomplishment Award: **Josef Doppelbauer**

## 2. UNIFE General Assembly 2025

Europe's Rail Supply Industry, senior EU and Rail sector representatives met in the heart of Poland for the 34<sup>th</sup> UNIFE's General Assembly, tackling crunch issues such as future EU rail funding, competitiveness challenges, trade and the best way to proceed with a European High-Speed Rail Network.

**UNIFE Director General Enno Wiebe** led the proceedings, declaring: *"Since the last General Assembly, the UNIFE team has not wasted a single day pursuing opportunities for more funding for rail and to sustain investment in innovation through the Europe's Rail Joint Undertaking successor. Rail is receiving attention and there is a lot of ambition – but these alone are not enough. The European Rail Supply Industry needs stable, efficient and simpler policy frameworks to achieve the ERTMS® roll-out, deliver the TEN-T network and more high-speed rail for Europe, and to thrive on the Single Market and beyond with the increasing rail demand and forecast."*



Panel: **Keir Fitch** (Adviser for Innovation and Industrial Policy, DG MOVE, European Commission), **Oana Gherghinescu** (Executive Director, European Union Agency for Railways), **Giorgio Travaini** (Executive Director, Europe's Rail Joint Undertaking (EU-RAIL)), **Enno Wiebe** (Director General, UNIFE)



Further to this, UNIFE affirmed its support on the European High-Speed Rail Network, but also warned about the competitiveness of the European Rail Supply Industry in public procurement and trade – in particular through the European Commission’s upcoming review of the 2014 Public Procurement Directives. This includes establishing the rail supply industry as a ‘strategic’ industry, and ensuring European preference across procurement procedures.

These positions are critical to ensure the European Rail Supply Industry’s position as global market leader, which has come about through its commitment to quality and innovation. This quality standard has been set through IRIS Certification®. When it comes to R&I, the industry has also been strongly involved in Europe’s Rail Joint Undertaking, and asks for its continuation in the upcoming EU budget.

**Member of the European Parliament’s Transport and Tourism Committee Dariusz Joński (EPP, Poland)** stressed the strategic importance of the European Rail Supply Industry, presented his vision for rail and the importance of securing Europe by prioritising rail military mobility capabilities stating: *“It’s a privilege to highlight the European Rail Supply Industry — a sector driving innovation, sustainability, and competitiveness with over 650,000 jobs and a €58 billion market. As a key player in reducing emissions and advancing technology, it needs strong EU support, fair competition, and strategic investment to build a resilient, innovative railway future for Europe.”*

Poland was further represented with **President of the Management Board of PKP Alan Beroud**, and **the CEO PKP Cargo Piotr Wyborski**, who delivered an update on major rail developments and future rail prospects in the country. Poland’s 2024 National Implementation Plan outlines a strategic rollout of the **ERTMS®/ETCS** system, aiming to equip approximately 9,800 km of rail lines, primarily within the TEN-T network, with ETCS Level 2 by 2050. Currently in Poland, the implementation of ETCS has been completed on 791,69 km of railway lines, 626,72 km were equipped with, Level 2, 120,25 km in Level 1 and 50,72 km in Level 1 Limited Supervision. The older SHP (Class B) system will be gradually phased out by 2048.



Alan Beroud, President of the Management Board and CEO, PKP



Michael Peter, Chair of UNIFE, and CEO Siemens Mobility



Piotr Malepszak, Deputy State Secretary, Ministry of Infrastructure of Poland



New Executive Director of the **European Union Agency for Railways (ERA)** **Oana Gherghinescu** addressed attendees on her brand new vision for the agency, while the European Commission was represented by **Advisor for Innovation and Industrial Policy of DG MOVE Keir Fitch** and **Executive Director of Europe's Rail Joint Undertaking Giorgio Travaini**.

**Chair of the UNIFE Presiding Board and CEO of Siemens Mobility Michael Peter** declared: *"European unity needs rail and rail needs European unity. Our General Assembly in Warsaw allowed us to make real progress, and support many countries such as Poland to become new driving forces in a connected European rail network. We can be inspired by the progress in the country, particularly in high-speed rail and centralised transport hubs. At our General Assembly, we had the chance to build on the momentum in Poland to support our UNIFE key priorities including the quicker deployment of technologies like § ERTMS®, securing funding, and pushing for major regulatory simplification at the EU level."*

UNIFE welcomed **13 new members** to the association which include **LÜTZE Transportation** (DE), **NKE Austria** (AT), **Blu Wireless Technology** (UK), **Westermo Network Technologies** (SE), **SRT** (IT), **Kombud Group** (PL), **Huber+Suhner** (CH), **Strukton Rail** (NL), **Diehl Aviation Gilching** (DE), **NYMWAG CS** (CZ), **Tejasa TC - Silentflex** (ES), **WINDHOFF Bahn- und Anlagentechnik** (DE) and **Loram Limited** (UK).

**The 35<sup>th</sup> UNIFE General Assembly will take place on 10 and 11 June 2026 in Brussels.**



### 3. UNIFE eBriefing

Our weekly UNIFE eBriefing keeps members up to date on all key activities of the association, highlighting our engagement with European partners and stakeholders. The newsletter provides targeted updates, summarises important meetings, showcases key position papers, and reports on interactions with decision-makers and partners - ensuring our community stays informed and connected.



Andrei Ciufu, Head of Communications, UNIFE

## 4. Metrics

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**LinkedIn:** 12.971 Followers | 262.652 Impressions | 46.968 Clicks | 6.080 Page views

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**YouTube:** 5.500 Impressions | 863 Views | 54,7 Hours watch time

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**UNIFE in the Media:** 8 Interviews | 708 Articles about or mentioning UNIFE

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**Publications:** 11 Position Papers / Reports UNIFE produced or contributed to

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## 5. Where you can find us



 [www.unife.org](http://www.unife.org)  [@uniferail](https://twitter.com/uniferail)  [UNIFE\\_Rail](https://www.youtube.com/UNIFE_Rail)  
 [UNIFE – The European Rail Supply Industry Association](https://www.linkedin.com/company/unife)





 [www.ertms.net](http://www.ertms.net)  [@ERTMS](https://twitter.com/ERTMS)  
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 [europeanrailwayaward.eu](http://europeanrailwayaward.eu)  
 [european-railway-award](https://www.linkedin.com/company/european-railway-award)





# UNIFE Members in 2025

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# UNIFE Full Members

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	ALTPRO	<a href="https://altpro.com">https://altpro.com</a>
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	ASTRA	<a href="https://avcactive.com">https://avcactive.com</a>
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	Bentley	<a href="https://www.bentley.com">https://www.bentley.com</a>
	Blu Wireless	<a href="https://www.bluwireless.com">https://www.bluwireless.com</a>
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	Bode	<a href="https://www.bode-global.com">https://www.bode-global.com</a>
	Bonatrans	<a href="https://www.ghh-bonatrans.com/en">https://www.ghh-bonatrans.com/en</a>

	CAF	<a href="https://www.cafmobility.com">https://www.cafmobility.com</a>
	Camlin Rail	<a href="https://camlingroup.com">https://camlingroup.com</a>
	CEG Elettronica	<a href="https://www.cegelettronica.com/en">https://www.cegelettronica.com/en</a>
	Cellnex	<a href="https://www.cellnex.com">https://www.cellnex.com</a>
	CENTRALP	<a href="https://www.centralp.fr">https://www.centralp.fr</a>
	Clear CinCom	<a href="https://clearcincom.com">https://clearcincom.com</a>
	Comesvil	<a href="https://www.comesvil.com">https://www.comesvil.com</a>
	Constellium	<a href="https://www.constellium.com">https://www.constellium.com</a>
	ContiTech	<a href="https://www.continental-industry.com/en/solutions/suspension-anti-vibration/railway">https://www.continental-industry.com/en/solutions/suspension-anti-vibration/railway</a>
	Cylus Cybersecurity	<a href="https://www.cylus.com">https://www.cylus.com</a>
	DAKO-CZ	<a href="https://www.dako-cz.cz">https://www.dako-cz.cz</a>
	Dellner	<a href="https://www.dellner.com">https://www.dellner.com</a>
	Diehl Aviation	<a href="https://www.diehl.com">https://www.diehl.com</a>
	DIGAS	<a href="https://digasgroup.com">https://digasgroup.com</a>
	Dual Inventive Holding	<a href="https://dualinventive.com/en">https://dualinventive.com/en</a>



	EKE Electronics	<a href="https://www.eke-electronics.com">https://www.eke-electronics.com</a>
	Elcowire Rail	<a href="https://elcowire.com">https://elcowire.com</a>
	Elma	<a href="https://www.elma.com/en">https://www.elma.com/en</a>
	ELPA	<a href="http://www.elpa.si">http://www.elpa.si</a>
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	Express Service	<a href="https://lz1866.com">https://lz1866.com</a>
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	HaCon	<a href="https://www.hacon.de">https://www.hacon.de</a>
	Harting	<a href="https://www.harting.com">https://www.harting.com</a>
	HaslerRail	<a href="https://www.haslerrail.com">https://www.haslerrail.com</a>
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	Hitachi Energy	<a href="https://www.hitachienergy.com">https://www.hitachienergy.com</a>
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<http://www.icf.com.es>

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<https://www.ikosconsulting.com>

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IVM

<http://ivmtech.it/en>

Kalthoff

<https://www.kalthoff-luftfilter.de>

Knorr-Bremse

<https://www.knorr-bremse.com/en>

Kombud Group

<https://kombudgroup.com>

Kontron

<https://www.kontron.de>

KONUX

<https://www.konux.com>

Leonardo

<https://www.leonardo.com>

Lippert

<https://www.lippertcomponents.eu>

Loram Limited

<https://loram.com>

Lucchini RS

<https://lucchinirs.com>

LÜTZE Transportation

<https://www.luetze.com>

Masats

<http://www.masats.es>

	Matisa	<a href="http://www.matisa.ch">http://www.matisa.ch</a>
	Megger	<a href="https://megger.com">https://megger.com</a>
	MERMEC	<a href="http://www.mermecgroup.com">http://www.mermecgroup.com</a>
	MERMEC STE	<a href="https://www.mermecste.com">https://www.mermecste.com</a>
	MIOS	<a href="https://www.mioselettronica.com">https://www.mioselettronica.com</a>
	MIPRO	<a href="http://www.mipro.fi">http://www.mipro.fi</a>
	Neat	<a href="https://www.neat.it">https://www.neat.it</a>
	NKE Austria	<a href="https://industry.fersa.com">https://industry.fersa.com</a>
	Nokia	<a href="https://www.nokia.com/networks">https://www.nokia.com/networks</a>
	NYMWAG	<a href="https://nymwag.cz">https://nymwag.cz</a>
	OLTIS Group	<a href="https://www.oltisgroup.com">https://www.oltisgroup.com</a>
	Pilz	<a href="https://www.pilz.com/en-INT">https://www.pilz.com/en-INT</a>
	Plasser & Theurer	<a href="http://www.plassertheurer.com">http://www.plassertheurer.com</a>
	Polomarconi	<a href="https://www.polomarconi.it">https://www.polomarconi.it</a>
	Progress Rail	<a href="https://www.progressrail.com">https://www.progressrail.com</a>





Prolan

<https://www.prolan.hu/en>

Prover

<https://prover.com>

Radiall

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RailNovation

<https://railnovation.com>

Razor Secure

<https://www.razorsecure.com>

ReLoc

<http://relocsa.ro>

RideOnTrack

<https://www.rideontrack.com>

Saft

<https://www.saft.com>

Schaeffler

<https://www.schaeffler.com>

Scheidt &amp; Bachmann

<https://www.scheidt-bachmann.de/en>

Schunk

<https://www.schunk-group.com>

Selectron

<https://www.selectron.ch/en>

Siemens Mobility

<https://www.mobility.siemens.com>

Skoda

<https://www.skodagroup.com>

SOFTIL

<https://www.softil.com>

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	Strukton Rail	<a href="https://struktonrail.com">https://struktonrail.com</a>
	Talgo	<a href="https://www.talgo.com">https://www.talgo.com</a>
	Te.Si.Fer	<a href="http://www.tesifer.it">http://www.tesifer.it</a>
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Westermo

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# UNIFE Associate Members

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	<b>AGORIA</b>	Agoria, <b>Belgium</b>	<a href="http://www.agoria.be">www.agoria.be</a>
	<b>RASTIA</b>	Railway Signalling, Automation, Telecommunication And Industry Association (RASTIA), <b>Bulgaria</b>	<a href="https://rastia.org">https://rastia.org</a>
	<b>ACRI</b> Association of Czech Railway Industry	Association of the Czech Railway Industry (ACRI), <b>Czechia</b>	<a href="http://www.acri.cz">www.acri.cz</a>
	<b>Fédération des industries ferroviaires</b> "les voies du progrès"	Fédération des industries ferroviaires (FIF), <b>France</b>	<a href="https://industrie-ferroviaire.fr">https://industrie-ferroviaire.fr</a>
	<b>DIE BAHNINDUSTRIE.</b> VDB VERBAND DER BAHNINDUSTRIE IN DEUTSCHLAND E.V.	Der Verband der Bahnindustrie in Deutschland (VDB), <b>Germany</b>	<a href="http://www.bahnindustrie.info">www.bahnindustrie.info</a>
	<b>zvei</b> electrifying ideas	Zentralverband Elektrotechnik- und Elektronikindustrie (ZVEI), <b>Germany</b>	<a href="http://www.zvei.org">www.zvei.org</a>
	<b>ASSIFER</b> ASSOCIAZIONE INDUSTRIE FERROVIARIE	Associazione Industrie Ferroviarie (ANIE/ASSIFER), <b>Italy</b>	<a href="http://www.anie.it">www.anie.it</a>
	<b>AIF</b> ROMANIAN RAILWAY INDUSTRY ASSOCIATION	Romanian Railway Industry (AIF), <b>Romania</b>	<a href="http://www.asifrom.ro">www.asifrom.ro</a>
	<b>MAFEX</b> SPANISH RAIL INDUSTRY	Spanish Railway Association (MAFEX), <b>Spain</b>	<a href="http://www.mafex.es">www.mafex.es</a>
	<b>SWEDTRAIN</b>	Association for Rail Industry Companies (SWEDTRAIN), <b>Sweden</b>	<a href="http://www.swedtrain.org">www.swedtrain.org</a>
	<b>SWISSRAIL</b> Industry Association	Swissrail Industry Association, <b>Switzerland</b>	<a href="http://www.swissrail.com">www.swissrail.com</a>









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\*\*acting as representative of FLYTREN S.L

\*\*\*acting as representative of DL-Ideal Consulting

\*\*\*\*acting on behalf of Lanora-Rail

UNIFE wishes all the best to those who left the team in 2025



Nicolas  
Furio



Klaus  
Mindel



Rachid  
Irbah



Rachely  
Burgos



Victoria  
Enechojo  
John



Ursula  
Tacke



Bertram  
Ludwig



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