

Bijlage1:

Nederlandse inbreng in " Stakeholders's consultation on a proposal for an EU coordinated approach to R&I in the rail sector under horizon 2020 in support to the completion of the Single European Railway area"

The consultation paper questions rightfully the present framework and effectiveness of the existing approach to European rail research and innovation; it is currently fragmented, has mixed effectiveness and is not integrated. Therefore we welcome the ideas presented by the European Commission in the consultation paper to strengthen the governance and effectiveness of rail research and innovation. Furthermore we welcome the proposal of stakeholders from the European rail community to establish an initiative under the name Shift2Rail within the forthcoming Horizon 2020 program. It should help to increase the impact of European rail research on the rail market and should strengthen the link between research and needed benefits from research to society. The proposal for the Shift2Rail initiative addresses these needs. Regarding the problems and policy areas for an EU-coordinated approach to R&I in the rail sector we have the following remarks:

- Priority should be given to targeted research on operational excellence of the railways that positively impacts reliability of railway services, optimizes the use of scarce infrastructure capacity and ultimately drives down operational costs of railway transport. Centres of excellence relate to i.a. railway infrastructure capacity and traffic management and innovative logistical concepts;
- The program should enable resource-efficient asset management of infrastructure and focus on innovative methods for inspection, maintenance and renewal to enlarge the operational capacity of existing and new infrastructure against low costs;
- A balance should be struck between rail freight needs and rail passenger needs and also between infrastructure manager needs and railway services needs. Also, the needs of rail freight wagon innovation should be addressed (e.g. powering reefer containers, automatic decouplers etc.), impacting efficiency of the system;
- Regarding sustainability of railway transport research aimed at lowering railway noise (and vibrations) priority must be given to research on measures at the sources of noise and vibrations.
- The program should allow for multi-modality research and demonstration projects that are for at least 50% focused on rail transport.

Research and innovation activities in relation to ERTMS development should be given a priority. Regarding governance and the institutional options of the EU coordinated approach to R&I in the rail sector we would support a governance structure that (regardless of the institutional option):

- Will bring about a transparent rail research program that is challenging for the sector and that enables both experienced and new participants to apply for participation in all it's areas and activities;

- Will create a coordinating role for European Railway Agency to ensure best chances for real implementation of the innovations that are also in line with the EU railway interoperability, security and safety approach;
- Will take all players from the sector on board; Governments and other public parties, universities, research institutes, industry, railway undertakings, infrastructure managers, infrastructure building companies, wagon owners, rail users when appropriate in any stage of the program;
- Is built on a well-defined research program from its inception, in which the programs must be flexible and could be adjusted to the needs of the market and society if required;

Will ensure an appropriate involvement of the Member States throughout the programming and implementation of the program and its calls through the new Horizon 2020 Program Committee for the Challenge Smart, Green and Integrated Transport.