

What do PTA's, TOC'S and Rail Industry expect from each other, from the nation state level and the European level

	PTA's	TOC's	Rail Industry
PTA's from local/ regional environmental authorities; local/ regional environmental policy	<ul style="list-style-type: none"> a) long term development goals and guidelines concerning noise abatement, energy consumption and emission reduction b) sector specific goals for the national and local level, including all emission sources 		
TOC's from PTA's		<ul style="list-style-type: none"> a) long term development goals and guidelines concerning noise abatement, energy consumption and emission reduction b) long term transport plans 	<ul style="list-style-type: none"> - long term strategy for noise abatement and energy efficiency provisions for rolling stock - EU wide harmonization of rolling stock configuration (uniform regulatory framework)
Rail industry from PTA's and TOC's			
Nation state level	<ul style="list-style-type: none"> a) funding stability in order to allow for long and medium term planning and investment b) transparency in energy consumption and level of noise emissions of rolling stock (noise register at EU level regulated in ITS but not yet implemented) c) sector specific goals: binding CO₂ emission ceilings for all modes of transport 	<ul style="list-style-type: none"> a) transparency in energy consumption and noise emission of rolling stock b) legal requirements for rail industry to provide information on energy consumption and noise emissions c) rolling stock registration standards allowing for innovations 	<ul style="list-style-type: none"> - EU wide rolling stock registration standards allowing for innovations, reliability and "cross acceptance" - Long term durability provisions to supplement noise abatement ceilings for rolling stock (TSI) as a maintenance manual or regular check of functionality
European level	<ul style="list-style-type: none"> a) setting up of register containing technical information provided by ERA (noise emissions, 	<ul style="list-style-type: none"> a) setting up of register containing technical information provided by ERA (noise emissions, energy consumption on the 	

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| energy consumption on the base of the national registers) | base of the national registers) |
| b) TSI need to be supplemented by long term durability provisions (comparable with standardized exhaust controle of cars or bracket safety tests of lorries) be it as a maintenance manual or regular check of functionality | b) long term durability standards |
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Lessons to be taken from the ECORails – Conclustions form the process

- common understanding of goals and point of views of all actors involved is extremely helpful
- common understanding of the need of long term regulatory framework conditions
- commitment of all actors involved agreed outside formal tendering procedures of transit operation or rolling stock

Perspectives/ how to go forward

Regional level:

- a) implementation of jointly agreed tasks (long term goals for noise abatement, energy consumption, CO2 emission ceilings)
- b) continuation of productive cooperation of PTA'S, TOC'S and rail industry

National level:

- a) rolling stock register concerning information on noise emissions and energy consumption
- b) EU has to do its job: national state has to ask for