

**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"> <li>a) long term development goals and guidelines concerning noise abatement, energy consumption and emission reduction</li> <li>b) sector specific goals for the national and local level, including all emission sources</li> </ul>		
TOC's from PTA's		<ul style="list-style-type: none"> <li>a) long term development goals and guidelines concerning noise abatement, energy consumption and emission reduction</li> <li>b) long term transport plans</li> </ul>	<ul style="list-style-type: none"> <li>- long term strategy for noise abatement and energy efficiency provisions for rolling stock</li> <li>- EU wide harmonization of rolling stock configuration (uniform regulatory framework)</li> </ul>
Rail industry from PTA's and TOC's			
Nation state level	<ul style="list-style-type: none"> <li>a) funding stability in order to allow for long and medium term planning and investment</li> <li>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)</li> <li>c) sector specific goals: binding CO<sub>2</sub> emission ceilings for all modes of transport</li> </ul>	<ul style="list-style-type: none"> <li>a) transparency in energy consumption and noise emission of rolling stock</li> <li>b) legal requirements for rail industry to provide information on energy consumption and noise emissions</li> <li>c) rolling stock registration standards allowing for innovations</li> </ul>	<ul style="list-style-type: none"> <li>- EU wide rolling stock registration standards allowing for innovations, reliability and "cross acceptance"</li> <li>- Long term durability provisions to supplement noise abatement ceilings for rolling stock (TSI) as a maintenance manual or regular check of functionality</li> </ul>
European level	<ul style="list-style-type: none"> <li>a) setting up of register containing technical information provided by ERA (noise emissions,</li> </ul>	<ul style="list-style-type: none"> <li>a) setting up of register containing technical information provided by ERA (noise emissions, energy consumption on the</li> </ul>	

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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