



Press release

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Intergovernmental Organisation
for International Carriage by Rail

Railway Days 2013 The Wider Black Sea Area (WBSA) Railway investment Summit 8th session

On 8 and 9 October, the **8th session** of the Wider Black Sea Area (WBSA) Railway Investment Summit took place in Bucharest (Romania). This meeting was organised by Club Feroviar and the Romanian Railway Industry Association, under the aegis of CER, OTIF and UNIFE.

More than **200 participants** from a wide range of sectors attended the meeting: administrators, operators, infrastructure managers, international associations, trade unions, logistics companies, investment banks, universities and consultants.

The WBSA is an important region, because the volume of traffic, for example on the China-Kazakhstan route to the Black Sea and Europe (a route that competes with the China-Transsiberian main line) is increasing. In addition, almost all the WBSA **countries (28) are members of OTIF** and apply the COTIF Uniform Rules.

Participants underlined the importance of bringing about a change of attitude to move priority from national to international interests in order to integrate national systems into a common system. As an example, it was shown that investment in road infrastructure is still double (Western Europe), 1.7 times (Eastern Europe) and twenty times (Romania) as much as the investment in rail infrastructure.



Mr. Sorger, OTIF's Technical Expert giving a presentation





CER recommended that road and rail infrastructure charges for freight be aligned and that the external costs of transport be fully internalised.

In the first day, **Mr Sorger**, a technical expert from OTIF, gave a presentation on OTIF and the international regulations for railways. **Mr Cesare Brand**, the General Secretary of CIT promoted use of the COTIF CIM regulations as the most suitable legal basis for intermodal transport.

Representatives of universities recommended allowing countries to be free to choose the structural option that best suits their circumstances, including the possibility of switching from the holding model to vertical separation, or vice versa, in the railway sector.

Three different panels were organised for the second day: an “infrastructure development” session, a “freight and logistics” session and a “forum for rail passenger transport” session. Participants in the freight and logistics session complained about the bad state of railway infrastructure in some of the WBSA countries and requested fair rules between the transport modes. **A common vision** is a fundamental aim of the development of railways in the WBSA region.

At the end of the summit, a draft **position paper** on the development of WBSA railways was adopted.



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