



2015/2887(RSP)

27.01.2016

DRAFT MOTION FOR A RESOLUTION

further to Question for Oral Answer B8-xxxx/2015

pursuant to Rule 128(5) of the Rules of Procedure

on Competitiveness of the European Rail Supply Industry
(2015/2887(RSP))

Martina Werner

on behalf of the Committee on Industry, Research and Energy

B8-0000/2015

European Parliament resolution on Competitiveness of the European Rail Supply Industry (2015/2887(RSP))

The European Parliament,

- having regard to the Communication from the Commission "For a European Industrial Renaissance" (COM(2014)014),
- having regard to the Communication from the Commission "Europe 2020 - a strategy for smart, sustainable and inclusive growth" (COM(2010)2020),
- having regard to the White Paper of the Commission "Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system" (COM(2011)0144),
- having regard to Rules 128(5) and 123(2) of its Rules of Procedure,

Strategic Relevance of the European Rail Supply Industry for a European Industrial Renaissance

1. Stresses that the European Rail Supply Industry (RSI) employs 400.000 employees, invests 2.7 % of its annual turnover in R&D and accounts for 46 % of the world market; points out that these figures are a clear indication of its importance for industrial growth, jobs and innovation;
2. Points out that, in line with the results of the COP 21, a shift to sustainable mobility is necessary; reminds the Commission that the targets for a modal shift to rail formulated in the 2011 white paper on transport need to be supported by concrete policy steps;

Maintaining global leadership of the European Rail Supply Industry

3. Points out that the annual growth rate of the accessible RSI international markets is expected to be 2.8% until 2019; stresses that while the EU is largely open to competitors from third countries, third countries have several barriers in place discriminating against the European RSI; stresses that third-country competitors are expanding aggressively to other world regions, often with strong political and financial support of their country of origin; highlights, therefore, the need for a level-playing field in global competition to safeguard industrial jobs and know-how in Europe;
4. Highlights that even within the European rail market, many EU companies, especially SMEs, find it difficult and costly to operate across borders due to a fragmented market;

A renewed European rail industry innovation agenda

5. Welcomes the decision to establish the 'Shift2Rail' Joint Undertaking and the recent launch of the first calls for proposals; asks for a swift implementation of S2R; criticises the fact that the SME participation in S2R is low; asks the governing board to analyse

how to improve the involvement of SMEs in the second call for Associated Members; asks the Commission to ensure that the provisions of the regulation for a balanced SME and regional representation are respected;

6. Asks the Commission to identify EU research funding instruments for rail technology outside of S2R (H2020, CEF, Structural Funds);
7. Stresses that clusters are an important tool to bring together relevant stakeholders; asks the Commission for a Cluster Strategy for Growth until December 2016;
8. Believes that the Commission should consider the setting up of a forum at the European level, bringing together established companies and start-ups and spin-offs with innovative ideas for the rail sector, especially in the field of digitalisation;
9. Believes that the focus of research activities should be on digitalisation, increased resource- and energy-efficiency and on advancements which make rail transport more attractive and accepted (e.g. improved reliability and noise reduction, seamless multimodal transport);

Getting the right skills for a future-proof rail supply industry

10. Calls for a European training and education strategy that brings together RSI companies, research institutes and social partners to jointly investigate, which skills are needed for a sustainable and innovative RSI;
11. Points out that due to an ageing workforce the RSI lacks skilled labour; welcomes, therefore, every effort to promote lifelong learning and technical skills; calls for a campaign increasing the visibility of the RSI with young engineers; calls on the Commission to enhance social dialogue, in order to facilitate social innovation to contribute to the attractiveness of the sector for skilled personnel;

Supporting SMEs

12. Considers that access to finance is one of the main challenges for SMEs in the RSI; welcomes the focus of EFSI on SMEs and mid-caps, but stresses that the fund now has to deliver on its promise; welcomes the SME-instrument under Horizon 2020, but stresses the problem of over-subscription and a low success rate; asks the Commission to tackle this problem during the midterm review of Horizon 2020;
13. Highlights that SMEs in the RSI often depend on one company; stresses that SMEs refrain from expansion due to a lack of resources and increased risks involved in cross-border business; calls on the Commission to develop Sector Groups on Rail in the framework of the Enterprise Europe Network;
14. Calls for a review of the Small Business Act;

Improving the European market environment for suppliers and increasing the demand for sustainable products

15. Welcomes the progress on the fourth Railway Package and asks for a speedy implementation of its technical pillar; stresses that increased interoperability and a

stronger role for the ERA will facilitate the harmonisation of the network and has therefore the potential to bring down costs for the development and authorisation of railway products; points out the need to provide the ERA with sufficient resources;

16. Calls for a swift implementation of the 2014 EU public procurement directives; asks for a concerted effort by member states and the Commission to point out to contracting authorities that a tendering decision can now be based on the MEAT principle focusing on life-cycle-costs and environmentally and socially sustainable products;

Boosting investment in rail projects

17. Expects existing EU funding instruments to be used to the full so that demand is stimulated for rail projects; highlights the importance of a successful implementation of EFSI; believes that the railway sector in Europe will continue to depend heavily on public investments; urges, therefore, member states to invest significantly in their railway system and to increase absorption rates of cohesion funds for rail projects;
18. Welcomes the EU support for the online platform "Urban Mobility Observatory" (Eltis) for a best-practice exchange on urban systems in metropolitan areas; asks the Commission to strengthen the exchange of best-practices on different financing options for sustainable urban mobility systems;
19. Asks the Commission to help further deploy ERTMS within the EU and to promote ERTMS outside of the EU;

Strengthening the global competitiveness of the rail supply industry

20. Calls on the Commission to ensure that the new generation of trade agreements include specific provisions which significantly improve market access for the RSI especially with respect to public procurement and including tackling the problem of increased localisation requirements;
21. Underlines the relevance and the impact that the negotiations on the "international public procurement instrument" and the revision of the regulations on trade defence instruments have on the European RSI and calls on the Council to take this into consideration;
22. Asks the Commission for a coherent EU trade strategy supporting further internationalisation of RSI, especially SMEs, including through the promotion of European standards and technologies at international level;

Improving strategic political support for the sector

23. Asks for a coherent EU industrial policy strategy; asks the Commission to outline in this document its strategy on important industrial sectors including the RSI; considers it important to include ideas on how to keep a high level of vertical manufacturing in the EU;
24. Asks the Commission to organise a high-level industrial dialogue on the RSI with the participation of the relevant Commissioners, Members of the European Parliament,

Council, member states, industry and trade unions; highlights that a regular RSI industrial dialogue would enable a structured discussion at the European level on the horizontal challenges for the sector and effects of EU policies on the competitiveness of the RSI;

25. Asks the Commission to ensure that the policy that impacts the competitiveness of the EU RSI is the result of effective communication and coordination among the administration of the different policy areas involved;
26. Instructs its President to forward this resolution to the Commission and the Council.