

Conclusions (I)

Cost and competition aspects:

- Clarification needed on Cost-benefit aspects of DFE solutions
- Integration of environmental aspects are needed now when:
 - Railway undertakings are under fierce pressure to reduce costs and become more competitive (intra-modal competition)
 - Manufacturers are likewise restructuring to cut costs and reduce prices of modular standardised rolling stock
- Equal playing field for inter-modal competition to be defined by non-discriminative sound political and economic framework conditions

Conclusions (II)

Market aspects:

- Lack of balanced economic incentives due to distributed cost-benefits in the new fragmented European railway market
- Suppliers and SME are needed to be further integrated in the DFE processes to add sufficient value for system integrators and customers

Conclusions (III)

Standardisation and legislation aspects:

- The future role of the PROSPER leaflet to be clarified with a view to the general development of UIC leaflets and ISO/EN standards
- Legislative measures should support further the rail business, competition and harmonise international framework conditions
- The new RES Board to support and govern the rail business agreements on handling specific B2B environmental information & requirements