A European rail network for competitive freight

European Economic and Social Committee
Public hearing
Brno 28 April 2009

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Main objectives of European rail transport policy

- Development of an efficient and sustainable EU transport system (co-modality)

- Construction of an integrated and competitive railway area

- Revitalisation of rail freight: major challenge for EU, but slight increase of its modal share
Good and adequate infrastructure for rail freight

- Fostering the cooperation (investments & operations) between IMs
- Developing intermodality
- Balancing capacity and traffic management between passengers & freight traffic
- Increasing competition
Commission Communication (Oct 2007) « Towards a rail network giving priority to freight »

- Announcing legislative measures
- Supported by the Council (April 2008) inviting the Commission to devise measures for achieving the efficient operation of international rail freight services by:
  - reinforcement of the cooperation between IMs (operations & investments)
  - identification of cross-border corridors, incl co-modal sections
  - capacity & investment planning
  - reliable & sufficient train paths

- Supported by EESC in July 2008.
- Supported by the Parliament (Cramer report September 2008)
Preparatory steps

- Review of on-going initiatives
- Strategic Group of Experts (March-June 2008)
- Impact Assessment (May-September 2008)
- Public Consultation (June-July 2008)
Impact Assessment: options evaluated

- A. Statu quo
- B. Political (and eventually financial) support to the creation of the corridors
- C. Legislative proposal imposing the creation of corridors and some measures
## Impact Assessment: Multicriteria Synthesis

<table>
<thead>
<tr>
<th>Impact Area</th>
<th>Option A Statu quo</th>
<th>Option B Political</th>
<th>Option C Legislative</th>
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</thead>
<tbody>
<tr>
<td>Improve coordination between IMs</td>
<td>+</td>
<td>+</td>
<td>++</td>
</tr>
<tr>
<td>Improve access conditions to rail infrastructure</td>
<td>0</td>
<td>0</td>
<td>+</td>
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<tr>
<td>Adequate priority for freight trains</td>
<td>--</td>
<td>-</td>
<td>+</td>
</tr>
<tr>
<td>Improve intermodality along corridors</td>
<td>+</td>
<td>+</td>
<td>++</td>
</tr>
<tr>
<td>Economic impact</td>
<td>0</td>
<td>+</td>
<td>++</td>
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<tr>
<td>Environmental impact</td>
<td>-</td>
<td>+</td>
<td>+</td>
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<tr>
<td>Social Impact</td>
<td>0</td>
<td>0</td>
<td>-</td>
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</tbody>
</table>
Why a Regulation?

- The IA shows that a legislative approach provides the best micro & macro economic results, compared to a voluntary approach, which has greater risk of non-realisation.
- Provisions addressed mainly to economic actors (IMs).
- A Regulation is more appropriate than a directive for the monitoring of transnational capacity (cf energy, air transport).
- 2001/14: provisions concerning targeted challenges not sufficient.
Preamble

- The following slides are based on the initial proposal of the Commission.

- But they include already, on an informal basis, some elements/tendencies proposed by the EP and/or the Council (on-going works). The Commission has not taken an official position on these issues.
Creation of a corridor (art 3)

- Obligations for Member States
  At least 1 corridor by Member State
  (2 if annual performance > 30 Billion Tonnes.kms;
   3 if annual performance > 70 Billion Tonnes.kms)

- Timetable: 1 to 3 years after
  » New corridors or modifications: always possible

- Possible Derogations (geography & rail freight development) & MT-CY

- Council: first list of corridors in the Regulation

- PE: at least one corridor per MS
Corridor’s Governance Body (art 4)

- Governance Body (GB)
  - Executive Board (MS)
  - Management Board (IMs)
- Independent legal entity (EEIG, other)
- Director appointed for at least three years
Implementation plan (art 5)

- Implementation plan of measures necessary for creating the corridor and essential elements of the market study
- Objectives of performance & programme for creation and improvement:
  - Quality of the service
  - Capacity of the freight corridor
- Regularly adjusted and market study
- Strategy for development of [strategic] terminals (marshalling yards, intermodals terminals …) per corridor
Consultation of applicants and terminal managers (art 4 & 6)

- Applicants (all) regularly consulted & before:
  - Approving & updating the implementation plan

- Working Group of [strategic] terminals (owners & operators)
  - Give opinion on proposals of GB relating to [strategic] terminals
Investments (Art 7 & 8)

- Investment plan (extension, renewal & redeployment)
  - Long Term (10 years)
  - Medium Term (2 years)
- Strategy for interoperability, including ERTMS deployment plan
- Increase train capacity (train length, loading gauge, axle load…)
- Published in Corridor Document
- Yearly coordination of works
One Stop Shop (OSS) (art 10)

- Mandatory OSS for Cross Border (CB) Paths
- (All) Requests for CB Paths to the OSS
- Transparency and non-discrimination monitored by Regulatory Bodies (RBs)
Priority freight (art 11, 12, 14)
(PE: facilitated train)

- At least one ‘priority freight’ class/path for efficient transport time & guaranteed punctuality
- Path cannot be cancelled < 3(1) months before
- Keeps its path in case of disturbances
- Council: prearranged train paths for international freight trains
• Path allocation (art 12 & 13)

• IMs reserve capacity needed for
  
  » ‘priority freight’ traffic before defining annual working timetable, based on market study
  
  » Adhoc requests

• Optimal coordination of capacity between infrastructure and strategic terminals

• Authorised applicants
Traffic management (art 14)

- *(Principles of)* Priority rules for ‘priority freight’ traffic in case of disturbances published in the Corridor Document
  - Path of a train ‘on time’ not modified as far as possible
  - Minimise total amount of delay of these freight trains

- Procedures for coordinating traffic management between IMs along the corridor

- Better coordination of traffic between network and terminals
Transparency & Quality (Art 15 & 16)

- Corridor document (from Network Statement)
- List and characteristics of terminals
- Coherence of performance schemes along a corridor
- Performance indicators published at least yearly
- Improve information (more & better)
Cooperation of Regulatory bodies (art 17)

- Cooperation to supervise the international activities of IMs & RUs
  - Exchange & request information
- Complaints or routine enquiries
  - Consult & requests information to concerned RBs before taking its decision
Tasks of Governance Body

- Implementation plan
  - Defining, carrying out & updating
  - Regular reports to EC
- Coordination of investments (bottlenecks) and works
- OSS
- Classes of ‘priority freight’ traffic
- Corridor Document
- Performance indicators
Thank you for your attention