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A European rail network for competitive freight

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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

	Option A Statu quo	Option B political	Option C legislative
Improve coordination between IMs	+	+	++
Improve access conditions to rail infrastructure	0	0	+
Adequate priority for freight trains		-	+
Improve intermodality along corridors	+	+	++
Economic impact	0	+	++
Environmental impact	-	+	+
Social Impact	0	0	-

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 nonrealisation
- 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.

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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)
 - Sive 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)

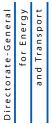
(PE: facilitated train)

- At least one 'priority freight' class/path for efficient transport time & guaranted punctuality
- Path cannot be cancelled < 3(1) months before
- Keeps its path in case of disturbances
- Council: prearranged train paths for international freight trains



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- 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



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- 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

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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

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