

Commission initiatives for a better railway in Europe

***TRAKO – Vision of the Railway 2020
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Single European Rail Area

Key challenges for rail in Europe

- A quality challenge:

- Improving reliability, punctuality and infrastructure

- A service challenge:

- Providing attractive and added-value services to passengers and freight customers allowing rail to (re-)enter into new / lost market segments

- A cost challenge:

- Improving cost competitiveness by higher productivity, better asset utilisation and innovative solutions

I. The 4th Railway Package

II. Establishing the European Rail Network for Competitive Freight

III. Investing into rail in the Cohesion Fund countries



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I. The 4th Railway Package

- Completing the Single European Rail Area

The Three Pillars of the Fourth Package

- 1. To open domestic passenger markets*
- 2. To create better structures and governance for infrastructure managers*
- 3. To establish consistent approvals and certification procedures for rail interoperability and safety*

First Pillar

Opening of Domestic Passenger Markets

Domestic Rail Passenger Market Issues

- **Inadequate service quality (punctuality, comfort, cleanliness, etc.)**
- **Limited passenger choice**
- **Inefficient use of public funds (for infrastructure and PSO)**

Due to

- **Low degree of intra-rail competition and lack of competitive pressure for incumbents**
- **Inter-modal competition limited to specific market segments**

Domestic Rail Passenger Market Proposals

Open Access

- **Open access for all EU operators on all domestic passenger markets**
- **Subject to economic equilibrium test to protect public services where necessary**

PSC Award

- **Compulsory competitive tendering for public service contracts of a certain size**
- **Clear cut-off date on existing directly awarded contracts (10 years transition from now)**



Second Pillar

A Better Governance for Infrastructure

A better governance for infrastructure

Efficiency challenge:

- **Infrastructure managers as natural monopolies may lack responsiveness to customers' needs**
- **Insufficient incentives for infrastructure managers to reduce costs and improve services**
- **Lack of cross-border co-operation**

Equal access challenge:

- **Conflict of interest of integrated Ims**
- **Discrimination opportunities**
- **Lack of financial transparency/cross - subsidisation**

Governance Proposals

Efficiency measures:

- **All infrastructure management functions in the same hands**
- **Coordination body for infrastructure managers and users**
- **Establish EU network of IM's for international coordination**

Governance Proposals

Equal access measures:

- **Institutional separation as the general rule to remove conflicts of interest**
- **Possibility to maintain existing integrated structure under strict independence rules**

Third Pillar

Approvals and certification procedures (Technical pillar)

Main problems today

Long and costly procedures & access barriers, caused by:

- ✓ Ineffective functioning of national railway institutions
- ✓ Discrimination against new entrants
- ✓ Patchwork of national regulatory regimes and rules
- ✓ Divergent interpretations of EU legislation by national authorities

Targets

- ✓ to achieve, by 2025, the removal of all unnecessary national rules
- ✓ to achieve, by 2025, a 20% reduction in the time to market for new Railway Undertakings
- ✓ to achieve, by 2025, a 20% reduction in the cost and duration of the authorisation of rolling stock

New powers for ERA

- issuing single safety certificates and vehicle authorisations (with a right to charge the applicants for issuing them)
- strengthened control by ERA over the functioning of NSAs and NoBos (right to audit and inspections)
- strengthened role in the process of removal of unnecessary national rules
- more role in verifying the compatibility of calls for tenders for ERTMS in MS with technical rules



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II. Establishing the European Rail Network for Competitive Freight

- Promoting seamless rail freight services across borders

General objectives

- Reinforce **cooperation** among Infrastructure Managers in:
 - Traffic Management
 - Infrastructure Management
 - Corridor development
- Strengthen **user involvement** in the Rail Freight Corridors
- Providing **rail freight services** of good quality

Specific objectives (I)

- **Easy access for users to information about a corridor** – Art.18
- **Provision of dedicated capacity for international freight (pre-arranged train paths and reserve capacity)** – Art.14(3,5)
- **Smooth and flexible path allocation process** – Art.13
- **Common quality/punctuality targets** – Art.9c
- **Cross-border coordination of traffic management** – Art.16(1)
- **Sufficient priority for freight trains – even in case of disturbances** – Art.17
- **Cross-border traffic performance monitoring** – Art.19(2)
- **Customer Satisfaction surveys** – Art.19(3)

Specific objectives (II)

- **Integration of terminals in traffic management and infrastructure planning – Art.16(2)**
- **Technical harmonisation of infrastructure – Art.11(1c)**
- **Coordination of investments and maintenance works – Art.11, 12**
- **Strengthening of user involvement – Art.8(8), 10, 19(3)**



Nine Rail Freight Corridors

To be established until November 2013 / November 2015

The European Rail Network for Competitive Freight

This map is for information only and shows indicative main routes of the Rail Freight Corridors according to Regulation (EU) 913/2010. The designation of railway lines, including diversionary routes, to the corridors is the responsibility of the corridor organisations. Further and/or other lines than those shown on the map may or may have to be designated to the corridors.



Involvement of corridor users

- **Consultation of applicants – Art.10**
- **Annual Customer Satisfaction Surveys – Art.19(3)**
- **Advisory Groups**
 - **Railway Undertakings – Art.8(8)**
 - **Terminal Owners and Managers – Art.8(7)**

III. Investing into rail in the Cohesion Fund countries

- Closing the EU infrastructure gap and strengthening rail as transport mode

General objectives for the Financial Period 2014-2020

- **Higher share of funding earmarked for rail projects**
- **Balanced development of the rail network (freight/passenger, High-speed/conventional lines)**
- **Addressing the investment needs in feeder and connecting lines (outside TEN-T network)**

1) Higher share of funding earmarked for rail projects

Justification:

- **Low share of funding for rail in the current period**
- **Continued urgent need for investments in the rail network – the current state of the rail infrastructure severely weakens the competitiveness of rail as a transport mode**
- **Partly continued deterioration of the rail system as a whole due to lack of re-investments**
- **Need for adaptation of rail infrastructure to changing market needs**

2) **Balanced development of the rail network**

- **Better balance between passenger- and freight-related projects**

Freight focus:

- **Lines designated to Rail Freight Corridors**
- **TEN-T Core Freight Network (→ achieving TEN-T standard!)**
- **Feeder and connecting lines**
- **Capillary infrastructure**

High-speed projects:

- **Not at the expense of investments in the conventional network**

3) Addressing investment needs in feeder and connecting lines

- Rehabilitation of railway lines *outside* the TEN-T network with important feeder function and/or strategic importance for network development (in particular for freight) → strengthens the value of modernisation of the main lines
- TEN-T standard not mandatory *outside* the TEN-T network

!!! But !!! :

- **Must not replace investments on the TEN-T network !**
 - **All works on the TEN-T network must comply with the TEN-T standards !**
- ambitious modernisation projects needed on the TEN-T network !**

More information

- **Visit DG MOVE's website:**
<http://ec.europa.eu/transport/rail>
- **Or contact:**
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Thank you for your attention !

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