DG TREN REPORT ON FREIGHT ORIENTED NETWORKS AND THE IMPLEMENTATION OF THE SECOND RAILWAY PACKAGE

Transmitted by the European Commission
EUROPEAN RAIL FREIGHT: MOVING FORWARD

Towards a Rail Freight Oriented Network

Rail Transport and Interoperability Unit (TREN E2)
EUROPEAN COMMISSION

November 2008
Overview

- Why a Rail Freight Oriented Network?
- How to create it?
- Who should act and at what level?
- What next?
Difficulties facing Rail Freight

- Fair access to infrastructure and ancillary services
- Infrastructure and ancillary services capacity
- Path allocation
- Information systems
- Cross-border operations
Promoting a primary rail freight network

Objectives:

- Increase commercial speed
- Improve reliability
- Increase capacity

Results:

- Reduction of costs
- Increased competitiveness
A rail network giving priority to freight (1)

- A network composed of corridors giving a sufficient priority to freight (segmentation of the whole network)

- Better management of corridors thanks to a stronger cooperation between Infrastructure Managers and Member States concerning
  - Investment planning
  - Development of interoperability
  - Path allocation processes and rules
  - Priority rules for traffic management
  - Planning and management of terminals
  - Regulation
A rail network giving priority to freight (2)

Exemplary corridors for freight in terms of transparency:

• Complete and transparent information concerning the conditions of use of the infrastructure and the ancillary services

• An efficient monitoring of the quality of the services on the corridor
A rail network giving priority to freight (3)

Modalities of the creation of a freight-oriented corridor

- Legal definition and rules
- At least one corridor per Member State by 2012
- Examine possible sources of finance within existing programmes
A rail network giving priority to freight (4)

A network consistent with TEN-T and EU-RTD projects, defined with the following criteria:

- Cohesion (min. 1 link between each Member State).
- Core network for step-by-step approach.
- Routes with high business potential.
- Potential connections with neighbouring countries.
Who should act and at what level?

- Community
- Member States
- Regulatory Bodies
- Infrastructure Managers
- Railways undertakings
Next steps

- Legislative measures proposed by Commission (end-2008)

- Negotiations on transport treaty to be concluded mid 2009
Rail Safety Directive 2004/49/EC

General

- It had to be transposed and implemented within 2 years after adoption, i.e. by 30 April 2006.
- By and large, much progress has been made since adoption of directives in 2004.
Rail Safety Directive 2004/49/EC

- Notification of national safety rules
- Was due by 2006, but according to our analysis notified rules were not complete.
- 2 Member States have not notified rules as of Nov 2008
- New IT tool for notification of national safety rules will be put in operation by April 2009
Rail Safety Directive 2004/49/EC

- Safety certificate and safety authority
- Safety authority has to be independent from any railway undertaking:
- As regards railway undertakings, safety certificate was introduced and is now a separate document from the license.
Rail Safety Directive 2004/49/EC

- Railway accidents

ERA joins accident investigation bodies in analysing accidents

ERA maintains databank of accident reports.

Classification of accidents is ready
Rail Safety Directive 2004/49/EC

- Safety management systems:
  Draft mandate of the Commission to CEN is now ready. Eventually, this should lead to a CEN standard for safety management systems.

- Common safety methods:
  First draft is ready, adoption by early 2009

- Common safety targets
  Safety indicators are under preparation.
Rail Safety Directive 2004/49/EC

- Coming up next:
  - ERA’s report on “Railway Safety Performance in the EU in 2008”
  - Commission Communication on “Implementation of Interoperability and safety directive” (May 2009)
Thank you for your attention