A European rail network for competitive freight

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Background

- Quality problems in international rail freight → low customer satisfaction

- Rail volumes and market share:
  - Continued *decrease* in some parts of Europe → risk of loss of critical mass for rail services, esp. in wagonload traffic
  - *Increase* in other parts of Europe → but no adequate adaptation of capacity for rail freight
  - Both trends require action!

- Strong focus on passenger traffic
  - in traffic management
  - in infrastructure investments

- Slow de-facto progress in market opening of European rail freight
Rail freight in Europe: 
Example Stockholm – Sevilla
→ How to get six Infrastructure Managers to work together?
Comparison Europe – USA (Union Pacific Railroad):
Stockholm – Sevilla = Chicago – San Francisco
→ A One-Stop-Shop!
Trans-European Rail Freight Freeway
Antwerp – Valencia
Interoperability parameters

Source: G. Troche, 2005
ERTMS Corridors

ERTMS MoU corridors
- A
- B
- C
- D
- E
- F
Approach - objectives - purpose

- Proposal for a Regulation concerning a European rail network for competitive freight

General Objectives:
- Reinforce cooperation at all levels along selected rail freight corridors, especially among Infrastructure Managers
- Develop rail freight corridors in terms of capacity and standard
- Provide rail freight services of good quality

Purpose:
- Increase rail freight’s competitiveness and market share
Specific objectives (I)

Path allocation process and rules:
- Smooth and efficient
- Open for applicants other than railway undertakings
- Good and reliable train paths
- Flexibility to accommodate ad hoc train path applications
- Transparent and easy access to information

Traffic management:
- Sufficient priority to freight trains
- Even in case of disturbances
- Coordinated between several Infrastructure Managers
- Performance schemes
Specific objectives (II)

- Terminals:
  - Adequacy between infrastructure capacity and terminal capacity
  - Access to ancillary services

- Technical harmonisation of infrastructure:
  - Increase in productivity of each freight train
  - Coordinated development of harmonised infrastructure
  - Deployment of interoperability

- Investments:
  - Coordinated among various Infrastructure Managers
  - Minimise disruption through coordinated MOW work
Governance structure (I)

- Executive board

- Management board
  
  Complemented by:
  » Advisory Group – Railway undertakings
  » Advisory Group – Terminals owners/managers

- One-Stop-Shop
  » Contact point for applicants
Governance structure (II)

Executive Board
- Art. 8(1)
- Define general objectives
- Supervise / take measures as provided for in: Art.8(7), Art.9, Art.11, Art.14(1), Art.22

Management board
- Art. 8(3)
- Take measures as provided for in: Art.8(5,7,8,9), Art.9, Art.10, Art.11, Art.12, Art.13(1), Art.14(1,2,6,8), Art.16(1), Art.17(1), Art.18, Art.19

Member State Authorities

Infrastructure Managers

Allocation Bodies

Advisory group «Terminals»
- Art. 8(7)
- Terminals owners/managers

Advisory group «Railways»
- Art. 8(8)
- Railway Undertakings

One-Stop-Shop
- Art.13(1)

Applicants
- Art.15
- Non-railway Undertakings
- Railway Undertakings

Sets up

Sets up

Apply for capacity

Mandate
### Documents

**Info-document**
- Art. 18
- regular update

**Network Statement excerpt**
- Art. 18(a)

**Terminal description**
- Art. 18(b)

**Procedures**
- Art. 18(c)
- conc. Art. 13,14,15,16,17

**Implementation plan**
- Art. 9(1)
- Latest 6 months before start of the corridor
- Periodical review – Art. 9(2)

**Corridor description**
- Art. 9(1a)

**Transport market study**
- Art. 9(1b) + 9(3)
- Periodical review – Art. 9(3)

**List of measures**
- Art. 9(1e)
- conc. impl. of Art. 12-19

**Objectives/performance**
- Art. 9(1c)

**Performance monitoring report**
- Art. 19(2)
- Annual

**Satisfaction survey**
- Art. 19(3)
- Annual

**Investment plan**
- Art. 9(1d) + 11(1)
- Periodical review – Art. 11(1)

**List of projects**
- Art. 11(1a)

**Deployment plan**
- Art. 11(1b)

**Capacity management plan**
- Art. 11(1c)

**Reference to Union contribution**
- Art. 11(1d)
Nine initial corridors (I)

- **Rhine-Corridor:**
  Zeebrugge – Antwerpen / Rotterdam – Duisburg – Basel – Milano – Genova

- **Benelux-France Corridor:**
  Rotterdam – Antwerpen – Luxemburg – Metz – Dijon – Lyon / Basel

- **Central North-South Corridor:**

- **Atlantic Corridor:**
  Sines – Lisboa / Leixões – Madrid – Medina del Campo / Bilbao / San Sebastian – Irun – Bordeaux – Paris / Le Havre / Metz

- **Balt-Med (Baltic-Mediterranean) Corridor:**
Nine initial corridors (II)

- **Mediterranean Corridor:**

- **Orient-Corridor:**
  Praha – Wien / Bratislava – Budapest – Bucharest – Constanta / Vidin – Sofia – Thessaloniki – Athens

- **Central East-West Corridor:**
  Bremerhaven / Rotterdam / Antwerpen – Aachen / Berlin – Warszawa – Terespol / Kaunas

- **Eastern (Czech-Slovak) Corridor:**
  Praha – Horni Lidec – Zilina – Kosice – Cierna nad Tisou
Selection criteria of further corridors

- Passing at least three Member States or two Member States if distance > 500 km
- Consistency with TEN-T, ERTMS- and RNE-corridors
- Integration of TEN-T Priority Projects into the Corridor
- Balance between socio-economic costs and benefits
- Consistency of all freight corridors
- Consideration of major trade and goods flows
- Interconnections to neighbouring third countries
- Interest of applicants
- Interconnections with other modes of transport
Time schedule for further corridors

- Proposal for further corridors by Member States = 2 years (Art. 5(5))

- Examination of proposals by European Commission = 9 month (Art. 5(6))

- Establishment of Freight Corridor by Member States = 2 years (Art. 5(7))
Monitoring by regulatory bodies

- Cooperation and exchange of information

- In case of complaint or own initiative
  - Consultation and information request
  - Provision of information
  - Transfer of information

- Request, provision and transfer of information also applies to associations of infrastructure managers
Thank you for your attention

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