

---

## ***‘Wider Europe’***

### ***TEN-T Public Consultation on extension of TEN-axis***

**Ad Toet**

**Advisor Central and Eastern European Countries**

**Community of European Railway  
and Infrastructure Companies, CER**

**5 April 2005, Brussels**



**CER**

*The Voice of European Railways*

---

# Contents

---

## Wider Europe-

*'EU enlargement gave EU new neighbours'*

**I Introduction**

**II North East Europe region**

**III South East Europe/ Black Sea region**



# Introduction

---

## EU enlargement gave EU new neighbours

- **EU railways (CER members in CEEC) carry about 200 million ton freight per year to/from non-EU neighbour countries; this represents about 40% of traffic in CEEC.**
- **After EU enlargement some non-EU neighbour countries depend heavily on ports and railways in EU for their export earnings.**



# North East Europe region

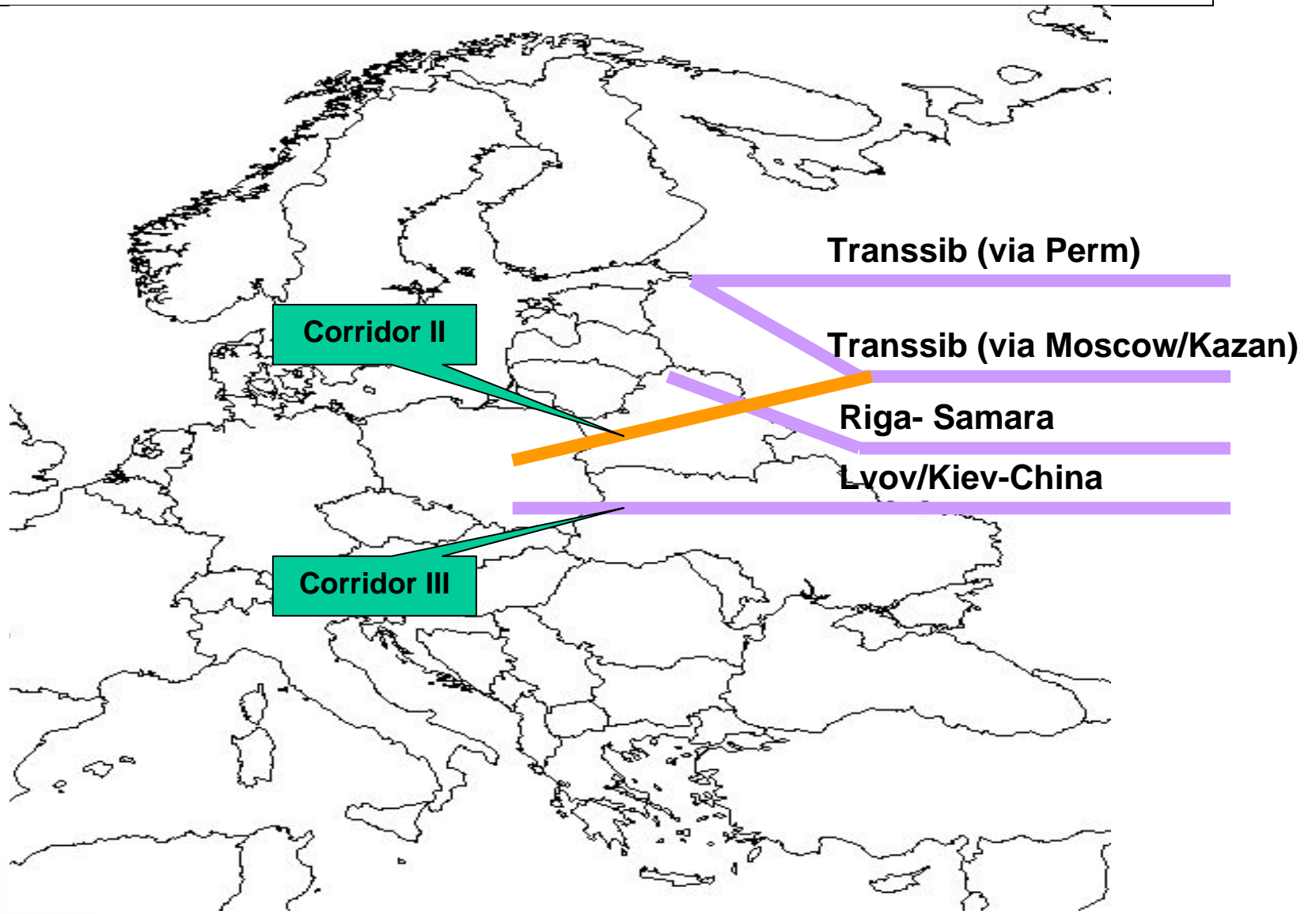
---

## Characteristics:

- **90 % of freight flows from East to West (bulk goods)**
- **Steep growth is forecasted; over 60% until 2020**
- **Motorways of the sea linked to rail network**
- **CIM and SMGS transport conditions**
- **Restructuring not conform EU legal framework**
- **Road hardly competes with rail**
- **4 routes to link Far East with Europe**



**Figure 1: Four East-West Routes**



# North East Europe region

---

## Infrastructure investments (axis):

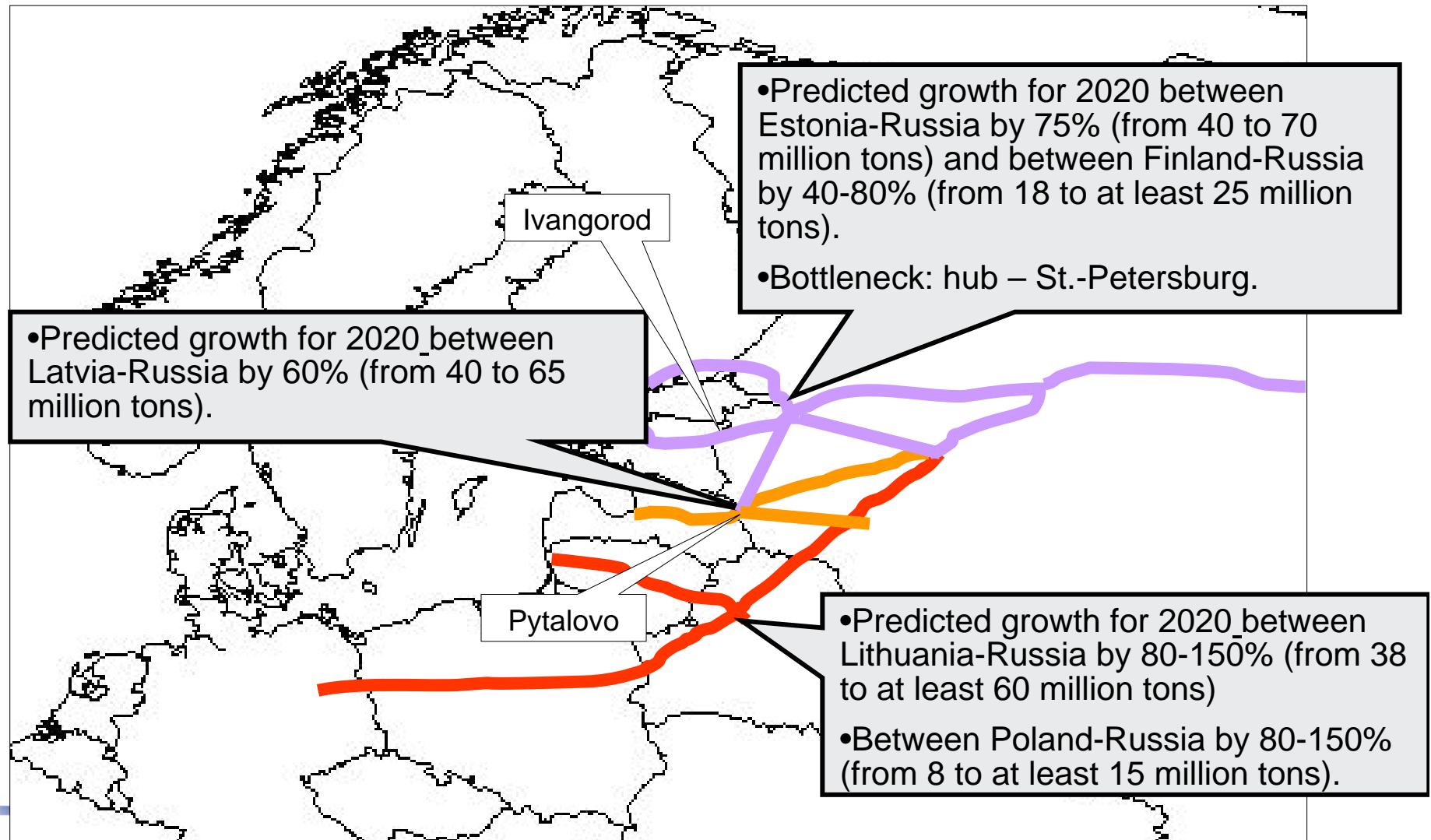
- **Steep growth forecast:**  
CER members take measures on own network, but fear constraints on nearby nodes and sections in neighbours network.

***CER position:***

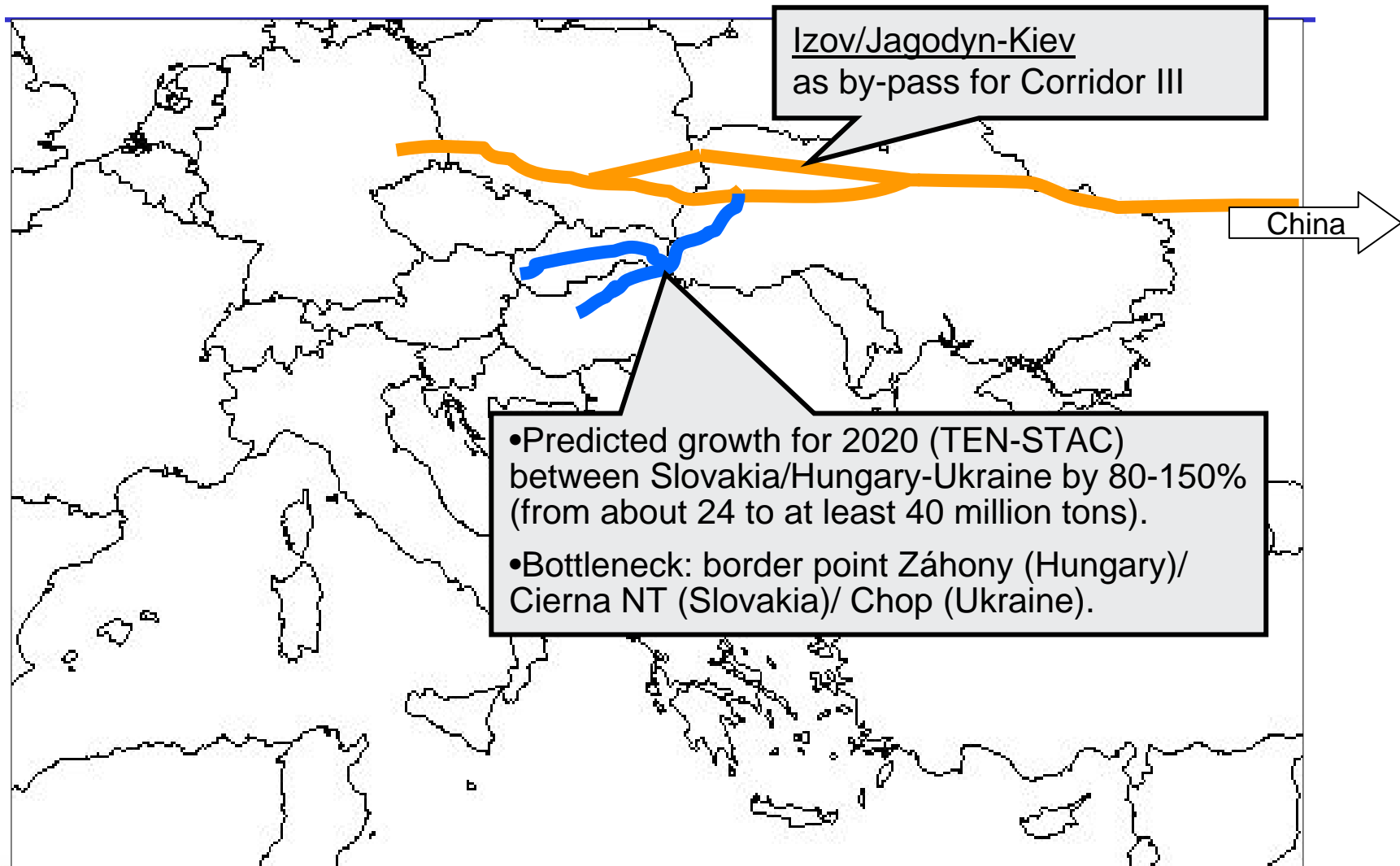
- ***focus on nodes nearby EU and line sections connecting 4 East West corridors with EU network.***



## Figure 2: North East Europe – Baltic States



### Figure 3: North East Europe: Poland-Slovakia-Hungary



# North East Europe region

---

## Horizontal issues:

- telecommunications and EDI (lack of advance information train arrival, lack of harmonisation)
- inconsistencies in pricing/tariff schemes (leading to longer routes and unfair competition between ports).
- CIM/SMGS common consignment note.

### *CER position:*

- *Explore scope for cooperation on EDI (TSI-TAF) and support investments in glass fibre network.*
- *Open access and stability require transparent and compatible tariff schemes.*

## South East Europe – Black Sea region

---

### Characteristics:

- Dramatically changed geo-political conditions since 1991 hinder road and rail transport.
- Freight and passenger flows of equal importance.
- Rail freight concerns industrial & consumer products with strong competition between rail & road.
- Restructuring of transport sector and investments aimed at EU integration.
- Vast maintenance/investment backlog in both infrastructure and rolling stock.
- Wide variation in track access charges.



## Figure 4: South East Europe

### South-East-Europe Region

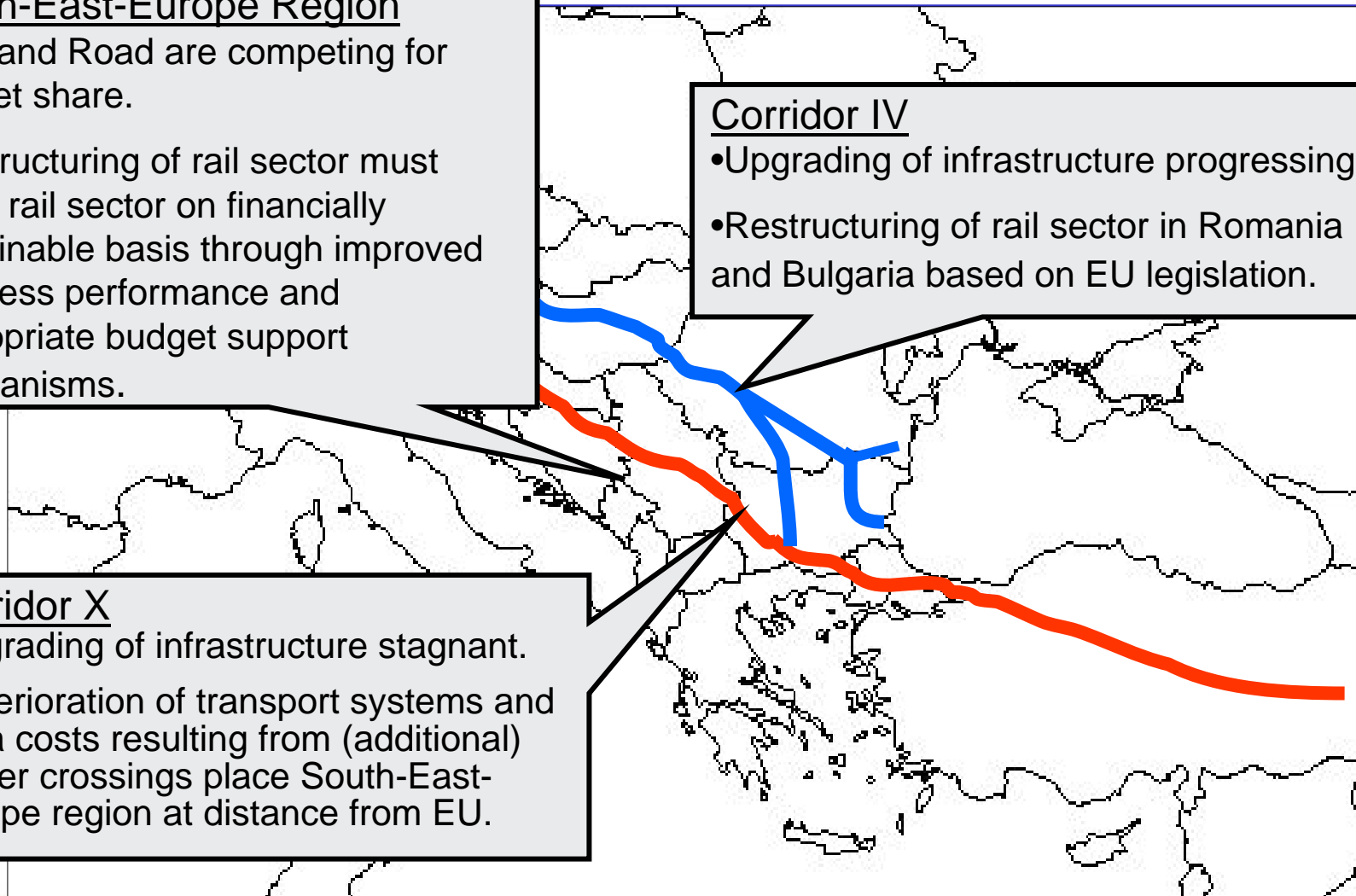
- Rail and Road are competing for market share.
- Restructuring of rail sector must place rail sector on financially sustainable basis through improved business performance and appropriate budget support mechanisms.

### Corridor IV

- Upgrading of infrastructure progressing.
- Restructuring of rail sector in Romania and Bulgaria based on EU legislation.

### Corridor X

- Upgrading of infrastructure stagnant.
- Deterioration of transport systems and extra costs resulting from (additional) border crossings place South-East-Europe region at distance from EU.



# South East Europe – Black Sea region

---

## Vertical issues:

- Corridors already extensively studied.
- Works in progress on corridor IV, but stagnant on corridor X.

### *CER position:*

- *No need to restart discussions on corridors.*
- *Investment also needed in national network.*
- *Cost-benefit analysis must indicate: invest in backlog maintenance or upgrading including ERTMS?*



# South East Europe – Black Sea region

---

## Horizontal issues

- Border procedures aggravated by poor technical condition of rolling stock erode competitiveness of rail.
- Poor infrastructure condition causes speed restrictions and prolongs lead times.
- Urgent need for investments in rolling stock.

### *CER position:*

- *EU enlargement: minimise investments in border infrastructure + support restructuring (Investment support conditioned by streamlining of border crossing procedures).*
- *Create scheme to facilitate RS-investments.*

---

*Thank you for your  
attention.*

