



Directorate-General
for Energy
and Transport



EUROPEAN
COMMISSION

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 InfrastructureManagers (IMs)
- Developing intermodality
- Balancing capacity and traffic management between passengers & freight traffic
- Increasing competition

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. The Commission has not taken an official position on these issues.*

Creation of a corridor

- Obligations for Member States
 - » *Council: first list of corridors in the Regulation*
 - » *PE: at least one corridor per MS*
- Timetable (to be operational): 3 to 5 years
- New corridors or modifications: always possible
- Possible Derogations (geography & rail freight development) & MT-CY, IRL...

Proposed list of corridors

- Zeebrugge-Antwerp/Rotterdam-Duisburg-[Base]-Milan-Genova
- Rotterdam-Antwerpen-Luxemburg-Metz-Dijon-Lyon/[Base]
- Stockholm-Malmö-Copenhagen-Hamburg-Innsbruck-Verona-Palermo
- Sines-Lisboa/Leixões-Madrid-San Sebastian-Bordeaux-Paris-Metz

- Gdynia-Katowice-Ostrava/Zilina-Vienna-Trieste/Koper
- Almería-Valencia/Madrid-Zaragoza/Barcelona-Marseille-Lyon-Turin-Udine-Trieste/Koper-Ljubljana-Budapest-Zahony (Ukr bord)
- Prague-Vienna/Bratislava-Budapest
 - Bucharest-Constanta
 - Vidin-Sofia-Thessaloniki-Athens
- Bremerhaven/Rotterdam/Antwerp-Aachen/Berlin-Warsaw-Terespol (Belarus border)/Kaunas
- Prague-Horni Lide•-Žilina-Košice-• ierna nad Tisou- (Ukr border)

Corridor's Governance Body

- Governance Body
 - » Executive Board (Member States)
 - » Management Board (IMs)
- (Independent legal entity (EEIG, other))
- (Director appointed for at least three years)

Implementation plan

- 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 transport and market study
- Strategy for development of terminals (marshalling yards, intermodals terminals ...) per corridor

Consultation of applicants and terminal managers

- All Applicants regularly consulted & before:
 - » Approving & updating the implementation plan
- Working Group of terminals (owners & operators)
 - » Give opinion on proposals of Governance Body relating to terminals

Investments

- Investment plan (extension, renewal & redeployment)
- Remove bottlenecks
- 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)

- Mandatory OSS for Cross Border (CB) Paths
- (All) Requests for CB Paths to the OSS
- Information concerning allocation of infrastructure capacity
- Transparency and non-discrimination monitored by Regulatory Bodies (RBs)

Path allocation

- IMs reserve capacity needed and define prearranged train paths for
 - » freight traffic before defining annual working timetable, based on market study
 - » Adhoc requests
- Path cannot be cancelled < 3(1) months before
- Optimal coordination of capacity between infrastructure and strategic terminals
- (Authorised applicants)

Traffic management

- Procedures for coordinating traffic management between IMs along the corridor
- Better coordination of traffic between network and terminals
- *(Principles of)* Priority rules for 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 network recovery time

Transparency & Quality

- 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

- Ensure non-discriminatory access
- Cooperation to supervise the international activities of IMs & Railway Undertakings
 - » Exchange & request information
- Complaints or routine enquiries
 - » Consult & requests information to concerned RBs before taking its decision

Are rail freight corridors Green Corridors?

- Rail: Sustainable transport (less emissions)
- Comodality : Important role of terminals, hubs and ports
 - » Coordinated development
 - » Coordination of Traffic (Operations & Path allocation)

Green Corridor: Issues to follow

- Last mile access
 - » Non discriminatory access
 - » Sufficient infrastructure
- Transparency and good communication
- IT Tools
- Single Wagon Load

Next steps

- Second Reading : 2010H1

Thank you for your attention

