



European
Commission

COHESION POLICY: STRATEGIC REPORT 2013

Factsheet: Rail



Strategic Report 2013 – Programme implementation 2007-2013

Factsheet: Rail

This factsheet has been produced in support of the Commission 2013 Strategic report on cohesion policy programme implementation (2007-2013). It should be read in conjunction with that report (COM(2013) 210) and the accompanying Staff Working Document (SEC(2013) 129) available on this website:

http://ec.europa.eu/regional_policy/how/policy/strategic_report_en.cfm

1. Overview

All but six Member States (AT, BE, CY, DK, LU and MT) use EU funds to co-finance rail projects. The overall allocation is EUR 23.2 billion or 6.7% of Structural and Cohesion funds. It is less than the overall allocation for roads (EUR 40.8 billion), but more than resources assigned to other transport themes (EUR 16.3 billion).

The convergence regions received almost 97% of these resources. The EU15 to EU12 ratio of funding is 36% to 64%.

Four categories of intervention are involved – Railways, Railways (TEN-T), Mobile rail assets and Mobile rail assets (TEN-T). Investment in TEN-T railways accounts for the biggest share (77%) while rolling stock for TEN-T the smallest (1%).

The EU wide rate of project selection at the end of 2011 was almost 61%, 10% behind the overall average.

The majority of Member States which co-finance rail projects reported against some of the relevant core indicators. Total achievement reported at the end of 2011 was over 1,300 km of railroads built or reconstructed.

2. Project examples

| HU | OP Transport | Cohesion Fund | EU: €168. 3m |
|---|--------------|---------------|--------------|
| Title: Rail modernisation between: Sopron-Szombathely-Szentgotthard | | | |
| The project upgraded the Hungarian section (116 km) of the single-track railway line connecting Vienna, Sopron, Szombathely, Szentgotthárd and Graz. The rehabilitation of infrastructure, completed in 2012, will allow increased speed along the full line from 60-80km/h to 120 km / h. The quality of passenger transport will be further improved by the acquisition of four new, modern electric trains. Their delivery for testing is expected at the end of 2013. | | | |

| | | | |
|---|--|----------------------|---------------------|
| PL | Infrastructure and Environment OP | Cohesion Fund | EU: € 37.3 m |
| Regeneration of Wrocław Główny railway station | | | |
| The rehabilitation project, completed in 2012, included the reconstruction of the station, lengthening the station platforms, renovating platform shelters and subways and construction of an underground car park. Its immediate effects were enhanced safety, improved access to the City of Wrocław and to the station for people with special needs. The expected long-term effects are a strengthened role for rail transport in the region, the integration of Wrocław's transport systems and enhanced competitiveness for the Lower Silesia region. | | | |
| Source: REGIO Major projects database | | | |

| | | | |
|--|----------------------------------|-----------------|------------------|
| SK | OP: Transport 2007 - 2013 | Fund: CF | EU: €86 m |
| Title: Modernisation of the railway Žilina – Krásno nad Kysucou | | | |
| This project upgraded a 19km section of line near Zilina on part of the TEN-T priority project 23 and Pan-European corridor VI. The project has increased running speed to 90-160 Km/h, improved passenger security and the culture of travelling, built barrier-free access for handicapped people and enhanced the capacity of the railway. It has also reduced the negative impact of transport on the environment. | | | |

3. Assessment of Implementation

3.1 Tracking EU financial input

The overall allocation for rail projects is EUR 23.2 billion or 6.7% of Structural and Cohesion funds. ES, SI and SK have allocated the biggest share to rail.

Investment in TEN-T railways accounts for the overwhelming majority of allocation for rail projects – more than EUR 17.8 billion out of EUR 23.2 billion. However, only three MS – CZ, EE and PL – use EU funds for mobile rail assets for TEN-T; eight MS did so for other mobile rail assets.

The EU average project selection rate at the end of 2011 was 61%, 60% for the convergence regions and 90% for the competitiveness regions. A similar gap is evident if the rate for EU15 and EU12 is compared: 81% and 49% respectively. This is mostly due to the low rate of project selection reported by two out of five largest recipients of funds – PL (39%) and RO (9%). Two other MS – LT and SI –reported selection rates below 50%.

The average EU project selection rate would be even lower, if not for over-selection reported by six MS – NL, IE, PT, FI, GR and LV – albeit given the size of their allocation to rail projects (only GR ranks nine among ten top spenders), their influence was limited.

If the categories of intervention are taken into account, the highest rate of project selection was reported for the categories with smallest allocations and reported by the minority of MS – purchase of mobile rail assets (95% for TEN-T and 83% for others). The corresponding rate for railway projects was significantly lower – 59% for TEN-T and 60% for others.

The data on project selection was reported by Member States as of 31 December 2011 and has normally evolved further during 2012 with the on-going selection processes.

3.2 Outputs and results

The relevant core indicators for analysis are "Kilometres of new railroads", "Kilometres of TEN railroads", "Kilometres of reconstructed railroads" and "Value of time savings in Euro/year for new and reconstructed railroads".

ERDF/Cohesion Fund core indicators:

For the ERDF/CF the Commission recommends the use of "core indicators" in addition to the programme specific indicators (that vary according to national and regional practice and the specific objectives of the programmes). Use of core indicators has the advantage of allowing the possibility of aggregation but is not obligatory in this period.

The global aggregate achievements presented below are based on 2011 annual reports or, where possible, on updated values for 2011 and 2012 from the Strategic reports.

Achievements against targets are also analysed. Where no targets were set, the achievements were excluded from the analysis reducing the data available in that analysis. From the available data it is clear that some targets were set too low or too high.

- For 21 MS, which report against categories of intervention related to railways, only 15 MS reported under at least one of three rail core indicators. These are – in order of size of allocations – PL, ES, CZ, IT, HU, SK, DE, GR, SI, PT, BG, LV, FR, UK and SE.
- SE and UK did not set target values for any of the three core indicators.

Kilometres of new railroads

- 12 MS reported against this indicator and the combined length of new railroads built by end 2011 was 400 km. This was concentrated in DE (216 km), ES (101km) and PT (46 km).
- The overall achievement ratio was 49%. The highest ratios were reported by DE (415%), BG (44%) and ES (38%). The DE ratio of achievement is probably the result of too low target setting. If DE data were to be excluded, the ratio for 10 MS would drop to 24%, as five MS (PL, HU, SK, SI and LT) reported 0 km built by end 2011.

Kilometres of TEN-T railroads

- 11 MS reported against this indicator and the combined length of railroads developed (either newly built or reconstructed) was 334 km. These lines were concentrated in DE (130 km), ES (99km) and SK (41 km).
- All MS that reported kilometres of TEN-T railroads set targets and the overall achievement ratio was 10%. The highest ratios were reported by DE (415%), ES (62%) and SK (20%). The DE ratio of achievement is probably the result of too low target setting. If DE data is excluded, the ratio for 10 MS decreases to 6%, since 5 MS

(PL, HU, SI, LV and FR) report 0 km as achievement by end of 2011 and PL by itself represents almost 50% of the combined target values for the 11 MS.

Kilometres of reconstructed railroads

- 12 MS reported against this indicator and the combined length of reconstructed railroads was 927 km. The reconstructed lines were concentrated in FR (287 km), CZ (180 km) and BG (126 km).
- Except for DE, all MS that reported kilometres of reconstructed railroads also set targets for this indicator. The overall achievement ratio was 14%. The highest ratios were reported by GR (129%), FR (62%), CZ and HU (40%). The low average ratio of achievement was influenced by PL and IT, which by the end of 2011 reported – respectively – 0 km and 35 km against the targets amounting to over 50% of the combined target values for 11 MS.

Table 1.1: 2007-2011 – Categories of Intervention examined

| Code | Category | Decided OPs - Million € (a) | % Decided OPs of Total Decided (b) | Allocated to selected projects AIR 2011 - million € (c) | % (d=c/a) |
|------|----------------------------|-----------------------------|------------------------------------|---|--------------|
| 16 | Railways | 4,479.5 | 1.3% | 2,703.8 | 60.4% |
| 17 | Railways (TEN-T) | 17,805.7 | 5.1% | 10,578.9 | 59.4% |
| 18 | Mobile rail assets | 643.9 | 0.2% | 535.3 | 83.1% |
| 19 | Mobile rail assets (TEN-T) | 278.5 | 0.1% | 264.5 | 95.0% |
| | Total rail | 23,207.6 | 6.7% | 14,082.4 | 60.7% |
| | Total all themes | 346,717.2 | | 246,983.9 | 71.2% |

Table 1.2: 2007-2011 – Project selection reported by MS

| Rail | | | | |
|-----------|-----------------------------|---------------------------|---|--|
| | Decided OPs (a) - in M.€ | % of National SF/CF | Allocated to selected projects AIR 2011 (b) - in M.€ | Rate of project selection (2011) (c=b/a) |
| PL | 5,557.1 | 8.27 % | 2,186.5 | 39.3% |
| ES | 4,018.0 | 11.60 % | 3,094.1 | 77.0% |
| CZ | 2,757.7 | 10.39 % | 1,716.1 | 62.2% |
| IT | 2,074.7 | 7.42 % | 1,337.9 | 64.5% |
| RO | 1,784.4 | 9.29 % | 151.3 | 8.5% |
| HU | 1,720.1 | 6.90 % | 1,589.3 | 92.4% |
| SK | 1,206.8 | 10.50 % | 723.5 | 59.9% |
| DE | 777.4 | 3.05 % | 480.6 | 61.8% |
| GR | 761.9 | 3.77 % | 927.6 | 121.7% |
| LT | 566.4 | 8.36 % | 217.1 | 38.3% |
| SI | 449.6 | 10.96 % | 68.1 | 15.2% |
| PT | 363.2 | 1.70 % | 599.1 | 165.0% |
| BG | 312.0 | 4.68 % | 207.4 | 66.5% |
| LV | 256.3 | 5.66 % | 272.9 | 106.5% |
| FR | 210.9 | 1.57 % | 160.7 | 76.2% |
| EE | 185.3 | 5.44 % | 159.4 | 86.0% |
| UK | 86.9 | 0.88 % | 65.4 | 75.3% |
| CB (ETC) | 80.0 | 1.01 % | 66.9 | 83.6% |
| IE | 16.8 | 2.23 % | 30.8 | 183.7% |
| SE | 11.6 | 0.71 % | 11.4 | 97.8% |
| FI | 10.2 | 0.64 % | 15.5 | 152.1% |
| NL | 0.4 | 0.03 % | 1.0 | 236.1% |
| EU | 23,207.6 | 6.70 % | 14,082.4 | 60.7% |

Graph 1: Rate of project selection 2007-2011

(ranked left to right according to the size of allocation)

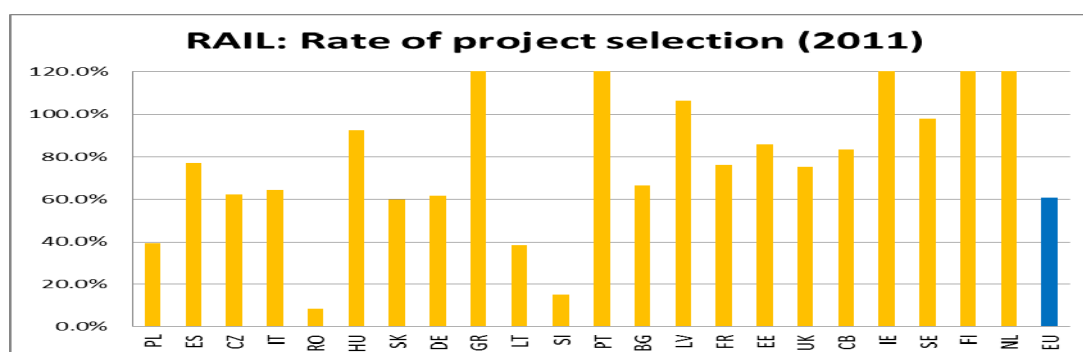


Table 2.1: Kilometres of new railroads – overall achievements by Member State

| MS | Achieved in km |
|-----------|------------------|
| DE | 216 |
| PT | 46 |
| IT | 20 |
| BG | 16 |
| ES | 101 ¹ |
| SE | 1 |
| HU | 0 |
| SK | 0 |
| SI | 0 |
| LV | 0 |
| UK | 0 |
| EU | 400 |

Table 2.2: Kilometres of new railroads – Achievement ratios by end of 2011

| MS | Target in km | Achieved in km | Achievement ratio |
|-----------|--------------|----------------|-------------------|
| DE | 52 | 216 | 415% |
| PT | 227 | 46 | 20% |
| IT | 59 | 20 | 34% |
| BG | 36 | 16 | 44% |
| ES | 267 | 101 | 38% |
| SE | 0 | 1 | |
| PL | 31 | 0 | 0% |
| HU | 38 | 0 | 0% |
| SK | 39 | 0 | 0% |
| SI | 11 | 0 | 0% |
| LV | 52 | 0 | 0% |
| EU | 812 | 400 | 49% |

¹ The Commission is aware of a stretch of at least 200 km of High Speed Rail line between Madrid and Valencia being constructed during the current period, with support from Structural Funds. However ES has not reported this output under the indicator 'Kilometres of new rail'.

Table 3.1: Kilometres of TEN railroads – overall achievements by Member State

| MS | Achieved in km |
|-----------|-----------------------|
| DE | 130 |
| SK | 41 |
| PT | 38 |
| BG | 16 |
| GR | 10 |
| ES | 99 |
| PL | 0 |
| HU | 0 |
| SI | 0 |
| LV | 0 |
| FR | 0 |
| EU | 334 |

Table 3.2: Kilometres of TEN railroads – Achievement ratios by end of 2011

| MS | Target in km | Achieved in km | Achievement ratio |
|-----------|---------------------|-----------------------|--------------------------|
| DE | 25 | 130 | 415% |
| SK | 208 | 41 | 20% |
| PT | 217 | 38 | 18% |
| BG | 817 | 16 | 2% |
| GR | 236 | 10 | 4% |
| ES | 159 | 99 | 62% |
| PL | 1,547 | 0 | 0% |
| HU | 23 | 0 | 0% |
| SI | 11 | 0 | 0% |
| LV | 52 | 0 | 0% |
| FR | 57 | 0 | 0% |
| EU | 3,352 | 334 | 10% |

Table 4.1: Kilometres of reconstructed railroads – overall achievements by Member State

| MS | Achieved in km |
|-----------|------------------|
| FR | 287 |
| CZ | 180 ² |
| BG | 126 |
| HU | 116 |
| DE | 66 |
| GR | 43 |
| SK | 41 |
| IT | 35 |
| SI | 24 |
| PT | 8 |
| ES | 1 |
| PL | 0 |
| EU | 927 |

Table 4.2: Kilometres of reconstructed railroads – achievement ratios by the end of 2011

| MS | Target in km | Achieved in km | Achievement ratio |
|---------------|--------------|----------------|-------------------|
| FR | 495 | 287 | 62% |
| CZ | 453 | 180 | 40% |
| BG | 817 | 126 | 15% |
| HU | 292 | 116 | 40% |
| GR | 33 | 43 | 129% |
| SK | 190 | 41 | 22% |
| IT | 1,079 | 35 | 7% |
| SI | 158 | 24 | 14% |
| PT | 83 | 8 | 11% |
| ES | 19 | 1 | 6% |
| PL | 2,503 | 0 | 0% |
| ALL EU | 6,122 | 861 | 14% |

² 182 km by mid-2012.