Modern rail
modern Europe

TOWARDS AN INTEGRATED EUROPEAN RAILWAY AREA
Foreword

Rail transport is facing major challenges today. On one hand, it must meet the needs of citizens for greater mobility while, on the other, it must provide a valid alternative to other modes of transport against a backdrop of rising fuel prices and the increasing importance of the impact of transport on the environment.

In this context, rail transport must be ever more efficient.

The European Union is pursuing an active and balanced policy which aims to provide citizens with a quality rail transport service, to improve the management of rail infrastructure, to encourage the development and use of new technologies to build a modern and competitive rail network, and to make rail transport a privileged instrument for European integration.

This brochure sets out the principles of that policy.

We all need modern, safe and clean rail transport. Our economy also needs an efficient and competitive rail network. We will therefore spare no effort in building the rail network of the future in cooperation with all rail sector partners.

Antonio Tajani
Vice-President with responsibility for transport
Challenges and opportunities for European rail

Europe's railways started to struggle from the late 1960s, with both rail freight transport and passenger services finding it difficult to compete with the increasing popularity of road and air and to adapt to new customer requirements. This was partly due to a lack of competition on rail networks. The tables are gradually being turned as the European Union (EU) pursues a series of initiatives to modernise the rail sector and to enable it to fulfil its undoubted potential. As this brochure explains, the aim is to build an integrated European railway area based on compatibility between national systems and high levels of performance and safety.

Rail past

Rail transport in Europe has been in decline in recent decades, especially in freight. Rail’s share in the freight land transport market dropped from 32.6 % in 1970 (EU-15) to just 16.7 % in 2006 in the EU-27. In absolute terms, based on the amount of goods carried and distances transported, rail freight transport activity (EU-15) declined between 1970 and 2006 by about 1 %. However, freight transport by road more than tripled in the same period.

Rail has also struggled in terms of passenger transport: in 1970 (EU-15), rail’s share of passenger land transport was over 10 % but this had fallen to a stable 6.9 % in 2006 in the EU-27, even though there was more rail travel in absolute terms.

The trends have improved to a certain extent in the past few years. Rail freight volumes have stopped falling and the decline in rail’s market share for freight has slowed. This has also been a period of time in which Europe’s railways have undergone significant structural changes, triggered to a large extent by initiatives taken at EU level to, for instance, open up rail markets to greater competition and increase technical harmonisation.

### Evolution of the modal share of inland modes for freight (Modal split)

<table>
<thead>
<tr>
<th>Year</th>
<th>Road</th>
<th>Rail</th>
<th>Inland waterways</th>
<th>Oil pipelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>72.7</td>
<td>16.7</td>
<td>5.3</td>
<td>5.2</td>
</tr>
<tr>
<td>2005</td>
<td>72.4</td>
<td>16.6</td>
<td>5.5</td>
<td>5.5</td>
</tr>
<tr>
<td>2004</td>
<td>72.0</td>
<td>17.0</td>
<td>5.6</td>
<td>5.4</td>
</tr>
<tr>
<td>2003</td>
<td>71.6</td>
<td>17.2</td>
<td>5.4</td>
<td>5.7</td>
</tr>
<tr>
<td>2002</td>
<td>71.4</td>
<td>17.0</td>
<td>5.9</td>
<td>5.7</td>
</tr>
<tr>
<td>2001</td>
<td>70.6</td>
<td>17.4</td>
<td>6.0</td>
<td>6.0</td>
</tr>
<tr>
<td>2000</td>
<td>69.7</td>
<td>18.4</td>
<td>6.1</td>
<td>5.8</td>
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<tr>
<td>1999</td>
<td>69.9</td>
<td>18.2</td>
<td>6.0</td>
<td>5.9</td>
</tr>
<tr>
<td>1998</td>
<td>68.6</td>
<td>19.0</td>
<td>6.3</td>
<td>6.1</td>
</tr>
<tr>
<td>1997</td>
<td>67.4</td>
<td>20.4</td>
<td>6.3</td>
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<tr>
<td>1996</td>
<td>67.4</td>
<td>20.3</td>
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<td>6.2</td>
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<tr>
<td>1995</td>
<td>67.5</td>
<td>20.2</td>
<td>6.3</td>
<td>6.0</td>
</tr>
</tbody>
</table>

Source: EU energy and transport in figures — Statistical pocketbook 2007/08 — Tables 3.2.4c to 3.2.7. Road: national and international haulage by vehicles registered in the EU-27.
Rail present: strengths, weaknesses, opportunities, threats

Recent difficulties notwithstanding, rail plays a significant part in the European economy. In 2004 in EU-27, rail transport had an estimated turnover of EUR 60 billion and brought EUR 34 billion added value to the economy, accounting for over 900 000 jobs.

Rail has a number of strengths it can draw on to build on the recent signs of recovery. As well as being particularly safe, rail is environmentally friendlier and less polluting than other modes of transport — a significant advantage at a time of increasing congestion on Europe’s roads and growing public concern about environmental issues. Moreover, on some market segments, rail can be cheaper than road and can outperform both road and air. Taking the train is now often faster than flying even over longer distances, for instance.

And there are other opportunities for rail. The increasing constraints on land use, notably in terms of planning consents for the construction of major infrastructure, could hamper the growth of other modes of transport. Furthermore, rail is likely to be in demand — from commuters for example, or due to the increase in the long-distance and bulk transport of goods brought about by the globalisation of trade and commerce.

However, rail does have certain weaknesses that it must overcome. There is still a certain lack of dynamism, reliability, flexibility and customer orientation on the part of railway undertakings. At times the political influence on the railway business is too strong, while there is still insufficient interoperability between national rail systems as well as insufficient — and decreasing — investment.

In addition, rail is often hamstrung by outdated business and operational practices, by the presence of too much ageing infrastructure and rolling stock and by a financial situation that is often weak. Rail’s relatively small share of the overall transport market is another threat that has to be addressed.

Meeting the challenges: the EU’s answer

In order to capitalise on the strengths and opportunities and address the weaknesses and threats, the European rail sector needs to become more efficient, integrated, modern and responsive to customer demand. Building a modern, competitive railway network is indeed a top priority for the EU, both for the smooth operation of the EU internal market and for the development of a sustainable transport system.

EU efforts in this regard focus on opening up rail markets to greater competition, promoting technical standardisation between rail systems and modernising Europe’s rail infrastructure — including through the use of new technology — while working to ensure safety and promoting passenger rights. All this is essential if the railways are to increase their share of freight and passenger carriage relative to other modes of transport.

These are the EU’s chosen policy options for the rail sector: the rest of this brochure will tell you more about them…
An efficient rail sector

Making the rail sector more efficient is a top priority for the EU, which has spearheaded efforts to encourage greater competitiveness of rail. A separation between managing infrastructure and running train services, and between different aspects of the rail business in accounting terms, is an essential pre-requisite for more competitive railways — and effective public spending.

Restructuring the rail sector
Over recent years there have been significant changes in the structure of the rail sector in Europe. This has seen a shift from a situation where an ‘incumbent’ State-owned company would typically run the national rail network and rail services as a monopoly to one where several companies now compete to operate trains.

Ensuring financial transparency
Ensuring transparency of accounts and processes is a core part of EU efforts to improve rail’s competitiveness. EU rules require Member States to make incumbent railway undertakings independent in a financial sense. This is an essential pre-condition for enabling other firms to compete on equal terms.

Member States must also make sure that there is separate accounting for railway infrastructure — the track and related equipment — and the operation of rail services as such. This makes for more transparent use of public funds and easier measurement of performance. Moreover, railway companies must set up different accounts for passenger transport services under public service obligation and freight transport services. This helps to avoid any unfair ‘cross-subsidisation’ between these two activities.
Rationalising public funding

More competition and transparency reduces waste and encourages targeted investments, notably in the rail infrastructure. Competitive pressures ensure that both railway operators and infrastructure managers rationalise and innovate. And greater efficiency in turn reduces costs and increases the returns on investment.

Many European railway undertakings are indeed operating at a profit, but not all. Railways’ production costs are still too high to compete successfully with other modes of transport. This helps explain why EU governments still give billions of euro every year in State aid to Europe’s railways. Much of this support is used to fund infrastructure investments and public service obligations. Yet a significant part is still used for the restructuring of loss-making companies.

Public spending could be reduced if rail were more competitive, hence the importance of the EU’s efforts — explained over the following chapters — to make Europe’s railways more integrated, modern and user-friendly.

Major European rail operators in 2007

<table>
<thead>
<tr>
<th>Operator</th>
<th>Country</th>
<th>Passengers carried (millions)</th>
<th>Passenger-kilometres carried (millions)</th>
<th>Freight tonnes carried (millions)</th>
<th>Freight tonne-kilometres carried (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DB</td>
<td>Germany</td>
<td>1 835</td>
<td>74 791</td>
<td>313</td>
<td>98 794</td>
</tr>
<tr>
<td>SNCF</td>
<td>France</td>
<td>1 044 (1)</td>
<td>81 608 (1)</td>
<td>106</td>
<td>40 635</td>
</tr>
<tr>
<td>FS</td>
<td>Italy</td>
<td>553 (1)</td>
<td>45 976 (1)</td>
<td>n/a</td>
<td>32 567 (1)</td>
</tr>
<tr>
<td>PKP</td>
<td>Poland</td>
<td>221</td>
<td>17 727</td>
<td>154</td>
<td>43 558</td>
</tr>
</tbody>
</table>

(1) Provisional.
(1) Includes traffic of subsidiaries.
Source: CER annual report 2007/08.
An integrated European rail market

Opening up national freight and passenger markets to cross-border competition is a major step towards the creation of an integrated European railway area and of a genuine EU internal market for rail. Greater technical harmonisation of rail systems and the development of key cross-border rail routes are also helping to break down barriers to a more competitive rail sector, along with better connections between EU and neighbouring markets.

Boosting competition
Greater competition makes for a more efficient and customer-responsive industry. EU rail legislation has consistently encouraged competitiveness and market opening, with the first major law in this direction dating back to 1991.

The legislation is based on a distinction between infrastructure managers who run the network and the railway companies that use it for transporting passengers or goods. Different organisational entities must be set up for transport operations on the one hand and infrastructure management on the other. Essential functions such as allocation of rail capacity (the ‘train paths’ that companies need to be able to operate trains on the network), infrastructure charging and licensing must be separated from the operation of transport services and performed in a neutral fashion to give new rail operators fair access to the market.

EU Member States must also have regulatory bodies in place to monitor railway markets and to act as an appeal body for rail companies if they believe they have been unfairly treated.

Opening markets Europe-wide
As well as encouraging greater competition within national markets, EU legislation gives rail operators the ability to run services in and between other EU countries, opening up competition in a cross-border sense.

Rail freight transport has been completely liberalised in the EU since the start of 2007, for both national and international services. This means that any licensed EU railway company with the necessary safety certification can apply for capacity and offer national and international freight services by rail throughout the EU.

The EU will liberalise the market for international rail passenger services from 1 January 2010. Any licensed, certified rail company established in the EU will in principle be able to offer such services, and in doing so have the right to pick up and set down passengers at any station along the international route. The market for purely national rail passenger services is not yet being opened up to cross-border competition, though this could change in the future.

Harmonising the hardware and the software
The creation of an integrated European railway area also calls for improved ‘interoperability’ — or technical compatibility — of infrastructure, rolling stock, signalling and other rail systems, as well as less complex procedures for approving rolling stock for use across the European rail network.

Over the years, national rail networks have developed different technical specifications for infrastructure. Different gauge widths, electrification standards and safety and signalling systems all make it more difficult and more costly to run a train from one country to another. Specific EU legislation exists to promote interoperability and overcome such differences.

The European Railway Agency (see also box on p.11) plays a central role in promoting interoperability and harmonising technical standards, a process in which cooperation between EU Member States and rail stakeholders is essential.

An important part of the Agency’s work concerns ERTMS — the European Rail Traffic Management System. This is a major project to unify signalling and speed control on European railways. Millions of euro in EU funding is being made available to facilitate the take-up of ERTMS by the rail industry.
Creating an infrastructure backbone
The construction of the trans-European transport network (TEN-T) (see map) — based on the interconnection and interoperability of national transport networks, including rail — is of great importance for the EU’s economic competitiveness and its balanced and sustainable development. As part of the EU’s TEN-T programme, a number of European coordinators are tasked with facilitating the implementation of certain multi-country rail projects (six including ERTMS) that are seen as a high priority for the network.

One of the EU’s aims for the rail sector is to upgrade by 2012-15 a number of important freight routes by deploying ERTMS systems along them. The six main routes carry around a fifth of Europe’s rail freight traffic.

The EU is also working towards the creation of a rail network giving priority to freight, including the realisation of a number of international freight-oriented ‘corridors’ — at least one in each EU Member State by 2012.

The social dimension
Meanwhile, Member States must have implemented before 4 December 2009 EU rules requiring all locomotive/train drivers in the EU to have a licence confirming that they meet the necessary medical and professional conditions. This enhances safety but also facilitates professional mobility by in effect introducing a European train driver’s licence that will make it easier for drivers to circulate on the entire European network — and not just on their home network as was previously the case.

Connecting to neighbouring markets
Another EU aim is to boost international rail links, notably by extending the major trans-European transport axes to neighbouring countries. In January 2007 the European Commission outlined a policy for closer integration of the EU’s transport system with that of neighbouring countries, including measures to promote interoperability.

The Paris–Bratislava rail link: helping passengers and freight
Citizens and businesses alike will benefit from a new high-speed rail line linking Paris and Bratislava via Strasbourg, Stuttgart, Munich and Vienna — a route that crosses heavily populated areas in the core of Europe. As one of the EU’s priority projects for the trans-European transport network, the improved rail connection is expected to be completed by 2015-20 and will help both passengers and freight operators on what is one of Europe’s most congested road axes.

c.europa.eu/ten/transport/coordinators/index_en.htm
A modern rail system

Revitalising the railways is a key goal of the EU’s transport policy. Modernising the sector — notably through the introduction of new technology — is essential if rail is to be able to compete successfully with other modes of transport and on potentially profitable markets: in particular, long-distance container transport for freight, and high-speed international services for passengers.

Competing with other modes of transport
Rail’s ability to compete with other modes of transport, in particular with road, is crucial for its competitiveness. One reason why rail freight transport has struggled to compete is that an effective EU single market for road haulage was put in place much earlier.

Part of the problem is that rail freight transport has been less reliable than road haulage regarding delivery times, either because passenger trains are given priority over freight trains or because of complicated procedures at borders — such as having to change train crews and locomotives. Other problems for rail freight have included a lack of capacity and flexibility.

Combined transport traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Tonne-kilometres — billion</th>
<th>Traffic — % of consignments</th>
<th>Semi-trailers</th>
<th>Rolling road</th>
<th>Swap bodies</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>of which: national</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2006</td>
<td>45.4</td>
<td>9.8</td>
<td>9</td>
<td>16</td>
<td>76</td>
</tr>
<tr>
<td>2005</td>
<td>37.0</td>
<td>8.1</td>
<td>7</td>
<td>13</td>
<td>80</td>
</tr>
<tr>
<td>2004</td>
<td>34.9</td>
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<td>7</td>
<td>16</td>
<td>67</td>
</tr>
<tr>
<td>2003</td>
<td>32.5</td>
<td>7.7</td>
<td>7</td>
<td>23</td>
<td>70</td>
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<tr>
<td>2002</td>
<td>33.1</td>
<td>8.0</td>
<td>8</td>
<td>23</td>
<td>69</td>
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<tr>
<td>2001</td>
<td>31.9</td>
<td>7.2</td>
<td>9</td>
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<tr>
<td>2000</td>
<td>32.5</td>
<td>8.2</td>
<td>9</td>
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<tr>
<td>1999</td>
<td>28.6</td>
<td>7.8</td>
<td>9</td>
<td>22</td>
<td>69</td>
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<tr>
<td>1998</td>
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<td>29.9</td>
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<td>1996</td>
<td>27.2</td>
<td>7.6</td>
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<td>1995</td>
<td>25.0</td>
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<td>14</td>
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<tr>
<td>1990</td>
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<td>7.0</td>
<td>20</td>
<td>18</td>
<td>62</td>
</tr>
</tbody>
</table>

(*) UIRR: International Union of combined Road-Rail transport companies.

Identifying profitable markets for rail freight…

Despite the above difficulties, new opportunities do now seem to be presenting themselves for rail freight to increase its market share. This concerns in particular the expanding market for long haul. It is when large volumes are transported over long distances that rail freight seems to have the best prospects of being able to compete with road transport.

The growing containerisation of freight and the longer distances covered in the single European market should generate a growing demand for rail transport. Rail freight should also benefit from increased trade in general, as well as from road congestion, high oil prices and growing concerns about the environment.

… and passengers

As far as passenger transport is concerned, two market segments in particular are expected to have a bright future. One is commuter traffic, a segment that is particularly important for citizens and also an area where there can be competition for public service contracts.

The other segment of promise is high-speed passenger travel. Long-distance rail services such as night trains have been in difficulty, with several withdrawn by their operators in order to limit losses. The market for international high-speed services, on the other hand, has increased sharply and is expected to continue to grow with the further development of the trans-European high-speed network, assisted by the deployment of the European Rail Traffic Management System (ERTMS).
ERTMS in Spain: a positive experience

The opening in late 2007/early 2008 in Spain of a number of new high-speed lines equipped with the European Train Control System (ETCS)(1) resulted in improved levels of performance — notably in terms of punctuality — and showed that, as well as facilitating interoperability, ETCS offers superior reliability compared to existing systems.

(1) Cordoba-Malaga (forming part of a high-speed service that now runs all the way from Madrid to Malaga)
Madrid-Segovia-Valladolid
Madrid-Barcelona.

Connecting to other modes of transport

Another important aspect of modernising the railways is to promote their compatibility with other modes of transport, so that they can be used efficiently in conjunction — a concept known as 'inter-modality'. The aim of inter-modality is to support the efficient door-to-door movement of goods, using two or more modes of transport (such as road and rail) in an integrated transport chain.

Developing innovative technologies

New technology such as signalling and communication and other IT tools can do much to help modernise Europe’s railways. ERTMS is a prime example, based as it is on two main new pieces of technology: the European Train Control System, the signalling and control-command component, and GSM-R, the radio system for communicating between track and train. ERTMS indeed represents a significant business opportunity for the European rail industry, both in and outside the EU. The existence of ERTMS projects in countries such as Argentina, China, India, South Korea and Taiwan shows the global potential of the technology.

Meanwhile, the transport theme of the EU’s research framework programme for 2007-13 — with funding of EUR 4.1 billion — aims to develop safer, greener and ‘smarter’ European transport systems that will benefit citizens, respect the environment, and increase the competitiveness of European industries in the global market, including rail.

Inter-modality helps to build a sustainable transport system for passengers and freight based on the best combination of various modes. Each mode of transport has its own particular advantages (or disadvantages): inter-modal transport allows each mode to play its fullest possible role in building efficient, cost-effective and sustainable transport chains. Indeed, integrating the different modes of transport into efficient logistics chains is an important part of the European Commission’s logistics action plan for freight transport.
Meeting citizens’ expectations

Making rail more customer-oriented is a big part of making rail more competitive. In fact, rail already has the big advantage that it is more environmentally friendly than other modes of transport. And it is also extremely safe on the whole. At the same time, with a view to ensuring good quality of service and making the railways as user-friendly as possible, the EU is also working to strengthen passenger rights and harmonise safety requirements.

A good quality of service

The EU’s legislation on passenger rights — which enters into force in December 2009 — sets out minimum quality standards that have to be guaranteed to passengers. This means that passengers will in effect enjoy a set of basic rights covering, for example, companies’ liability for passengers and their luggage, and the right to transport of people with reduced mobility.

There are also, for example, provisions on compensation for delays. These apply in principle to all journeys — both national and international — although exemptions are possible for purely national journeys. A delay of 120 minutes or more implies a minimum compensation of 50% of the ticket price — or 25% for a delay of 60 to 119 minutes.

Railway companies will also have to define service quality standards and publish annual reports on how far they have met them.

Safeguarding the rights of rail passengers and improving the quality of rail passenger services will make rail more user-friendly and should help to increase the share of rail transport in relation to other modes.

A public service

EU legislation also allows EU Member States to impose public service obligations aimed at guaranteeing the provision of services in accordance with certain conditions on tariffs, continuity, regularity or capacity, with States providing compensation for the costs incurred by the operator. The provisions cover rail as well as road and inland waterway. This helps maintain services that would not otherwise be commercially viable.

An environmentally friendly mode of transport

At the same time transport plays a fundamental role in determining the quality of our environment. As a relatively clean mode, rail is a key pillar of Europe’s efforts to encourage sustainable mobility, notably in terms of limiting greenhouse gas emissions and reducing the EU’s dependence on imported energy. Rail also provides a ‘green’ answer to congestion on Europe’s roads — a problem that is only likely to get worse as transport volumes increase overall.

Rail would in fact already be much more competitive compared to other modes of transport if using them reflected the true environmental costs (see table). For the moment, the costs of performance (or lack of performance) on issues like air pollution, congestion, accidents and noise are not fully factored in to the price the user pays, largely to rail’s disadvantage. Therefore, the Commission developed a strategy to promote fair charging systems across modes of transport (greening transport package adopted in July 2008).

Meanwhile, rail’s environmental credentials are another good reason for developing an ‘inter-modal’ transport system that provides an efficient combination of rail and other modes.
A safe mode of transport

Europe’s railways are among the safest in the world. The EU is looking to maintain high standards and to harmonise safety requirements EU-wide.

As well as ensuring optimal safety, harmonisation in this area helps improve the compatibility — the interoperability — of national rail systems. Different national safety rules are a major hindrance for new railway companies looking to establish themselves on the market or indeed for any company wanting to use rail infrastructure in different countries.

EU legislation sets the framework for a harmonised approach to rail safety in the EU. It lays down the conditions for granting the safety certification that every railway company must obtain before it can run trains on the European network. Furthermore, it obliges EU Member States to set up national railway safety authorities and independent accident investigation bodies.

External costs generated by rail and road transport

<table>
<thead>
<tr>
<th>Cost component</th>
<th>Road (passenger car, HDV, bus/coach)</th>
<th>Rail (passenger/freight)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion</td>
<td>costs per vehicle-kilometre (vkm)</td>
<td></td>
</tr>
<tr>
<td>Scarcity</td>
<td>costs per train-km</td>
<td></td>
</tr>
<tr>
<td>Accidents</td>
<td>costs per vkm</td>
<td>costs per train-km</td>
</tr>
<tr>
<td>Noise</td>
<td>costs per vkm</td>
<td>costs per train-km</td>
</tr>
<tr>
<td>Air pollution</td>
<td>costs per vkm</td>
<td>costs per train-km</td>
</tr>
<tr>
<td>Climate change</td>
<td>costs per vkm</td>
<td>costs per train-km</td>
</tr>
<tr>
<td>Additional external costs</td>
<td>costs per vkm</td>
<td>costs per km</td>
</tr>
</tbody>
</table>


The European Railway Agency: promoting safety and interoperability

The European Railway Agency (ERA) in Valenciennes, France, helps to build an integrated European railway area by reinforcing rail safety and promoting interoperability. Set up in 2006, the ERA develops common technical standards and common approaches to safety, working closely with stakeholders from the rail sector as well as with national authorities, the EU institutions and other interested parties. Featuring a dedicated Safety Unit, ERA also monitors and reports on rail safety in the EU.

www.era.europa.eu/public/Pages/default.aspx
Rail in evolution: what the future holds

Much has already been done to put Europe’s railways back on track, but the task is far from complete. The EU will continue its efforts in this direction in the years ahead, at the same time anticipating and adapting to emerging trends in the transport sector.

Ongoing EU efforts

However, rail’s ability to capitalise on its various strengths and opportunities and to address weaknesses and potential threats will depend on a concerted effort from all players, and will rely to a large extent on sound implementation of the initiatives taken at EU level to reinvigorate the sector of the sort outlined in this brochure.

Several important developments are still on the horizon. These include among others the liberalisation of the market for international rail passenger services from 1 January 2010; the possible opening up in due course of EU countries’ national rail passenger markets to cross-border competition (an issue to be examined in a report to be presented by the European Commission by 2012); and the upgrading by 2012-15 of a number of key freight routes deploying ERTMS systems.

And there will be other developments too, like the new EU rules on train drivers’ licences and passenger rights.

All this will be dedicated to achieving the EU’s aim of building an efficient, integrated European railway area — a modern rail sector for a modern Europe.

Continuing to modernise Europe’s railways

Rail transport can be expected to pick up in future as a result of new and upgraded infrastructure projects and accompanying measures. These will notably facilitate the development of high-speed rail networks and networks giving priority to freight.

Rail should be able to increase over time its ‘modal share’ of the overall transport market — for both passengers and goods — even if road is likely to continue to be the predominant transport activity in the years ahead among the different modes. For instance, rail freight’s recovery could be assisted by congestion on roads, by an expected increase in road transport costs and by a proliferation of driving restrictions on heavy goods vehicles on certain roads.
Further information

The European Commission Directorate-General for Energy and Transport’s web-pages on rail transport:
ec.europa.eu/transport/rail/index_en.html

The European Commission Directorate-General for Energy and Transport’s web-pages on trans-European transport networks:
ec.europa.eu/ten/transport/index_en.htm

The website of the European Railway Agency:
www.era.europa.eu

The ERTMS website:
www.ertms.com

Signal, the newsletter of ERTMS:
ec.europa.eu/transport/rail/ertms/index_en.htm

The seventh research framework programme (FP7) — transport:
cordis.europa.eu/fp7/cooperation/transport_en.html