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 Infrastructure Managers (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-[Basel]-Milan-Genova
- Rotterdam-Antwerpen-Luxemburg-Metz-Dijon-Lyon/[Basel]
- Stockholm-Malmö-Copenhagen-Hamburg-Innsbruck-Verona-Palermo
- Sines-Lisboa/Leixões-Madrid-San Sebastian-Bordeaux-Paris-Metz

- Gdynia-Katowice-Ostrava/Zilina-Vienna-Trieste/Koper
- 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 bord)
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