Creating a Single European Rail Area – Why and How ?

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Dr. Gerhard Troche

European Commission
DG MOVE-B2
Single European Rail Area

Transport

Key challenges for the rail sector (I)

- A quality challenge:
  - Improving reliability and punctuality !
- A cost challenge:
  - Improving cost competitiveness by higher resource productivity, economies of scale and a more level playing field between modes
- A service challenge:
  - Adding new added-value service features allowing rail to (re-)enter into new / lost market segments
- A political challenge:
  - Securing societal and political acceptance and support of rail

Key challenges for the rail sector (II)

- **… and a 'European' challenge:**
  - **Achieving a truly Single European Area**

    = Eliminating borders for the users of the rail system

    = Achieving a European market for rolling stock and infrastructure equipment

    = A European (corridor) approach to infrastructure development and traffic management

    = Developing cross-border rail services

    = … and making them easily accessible (e.g. ticketing!)

A vision for rail transport 2050

Passenger traffic

- **Triple the length of the existing high-speed rail network –** by 2050 the majority of medium-distance passenger transport should go by rail
- **High-speed rail outpacing the increase in aviation for journeys up to 1000 km –** +176 billion pass-km (rail) versus +67 billion pass km (aviation) compared to 2005
- **By 2050, connect all core network airports to the rail network**

A vision for rail transport 2050

Freight traffic

- **Greater use of more energy-efficient modes** – 30% of road freight over 300 km should shift to other modes by 2030, and more than 50% by 2050
- **Rail freight almost doubled** – +360 billion ton-km (+87%) compared to 2005
- **Deployment of ERTMS**
- **By 2050, connect all seaports to the rail freight system**
- **Rail Freight Corridors as the backbone of the EU freight transport system**

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Commission Initiatives

Commission initiatives for rail in Europe (I)

- **Market opening** – for rail services with improved quality, customer orientation and cost efficiency
- **Better governance of infrastructure** – promoting higher efficiency and equal access
- **Simplifying authorisation and certification procedures** – reducing costs and time-to-market

Commission initiatives for rail in Europe (II)

- **Developing cross-border Rail Freight Corridors** – for co-ordinated capacity and traffic management and harmonised rules across borders
- **Setting TEN-T minimum infrastructure requirements** – enabling more efficient and competitive rail services
- **Developing interoperability / ERTMS** – removing technical barriers to international rail transport

Commission initiatives for rail in Europe (III)

- **Providing financial support through CEF and Cohesion policy** – for the modernisation of the European rail system
- **Promoting Research & Innovation for rail** – supporting the rail sector in meeting the market demands of tomorrow

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Example I:

The technical pillar of the 4th Railway Package

- Setting up faster and cheaper approval and certification procedures

Main problems today

Long and costly procedures & access barriers, caused by:

- ✓ Ineffective functioning of national railway institutions
- ✓ Discrimination against new entrants
- ✓ Patchwork of national regulatory regimes and rules
- ✓ Divergent interpretations of EU legislation by national authorities

Targets

- ✓ to achieve, by 2025, the removal of all unnecessary national rules
- ✓ to achieve, by 2025, a 20% reduction in the time to market for new Railway Undertakings
- ✓ to achieve, by 2025, a 20% reduction in the cost and duration of the authorisation of rolling stock

New powers for ERA

- issuing single safety certificates and vehicle authorisations (with a right to charge the applicants for issuing them)
- strengthened control by ERA over the functioning of NSAs and NoBos (right to audit and inspections)
- strengthened role in the process of removal of unnecessary national rules
- more role in verifying the compatibility of calls for tenders for ERTMS in MS with technical rules

Example II:

The Rail Freight Corridors

- Promoting seamless rail freight services across borders

- Forming the rail freight backbone of the Core Network Corridors

Legal basis:
Regulation 913/2010 concerning a European Rail Network for Competitive Freight

- **9 November 2010 – entry into force**
- **General objectives:**
  - **Reinforce cooperation among Infrastructure Managers**
  - **Provide dedicated capacity for rail freight services of good quality**
  - **Improve user involvement**

Specific objectives (I)

- **Easy access for users to information about a corridor –** Art.18
- **Provision of dedicated capacity for international freight (pre-arranged train paths and reserve capacity) –** Art.14(3,5)
- **Smooth and flexible path allocation process –** Art.13
- **Common quality/punctuality targets –** Art.9c
- **Cross-border coordination of traffic management –** Art.16(1)
- **Sufficient priority for freight trains – even in case of disturbances –** Art.17
- **Cross-border traffic performance monitoring –** Art.19(2)
- **Customer Satisfaction surveys –** Art.19(3)

Specific objectives (II)

- **Integration of terminals in traffic management and infrastructure planning –** Art.16(2)
- **Technical harmonisation of infrastructure –** Art.11(1c)
- **Coordination of investments and maintenance works –** Art.11, 12
- **Strengthening of user involvement –** Art.8(8), 10, 19(3)

Infrastructure requirements on the Core Network (rail freight)

- **740m train length**
- **22,5 t axle-load**
- **100 km/h line speed**
- **ERTMS**
- **Electrification**

→ To be achieved until 2030

Success factors for RFCs:

- **Operational ("soft" measures):**
  - **Harmonisation of operational rules and terms & conditions for infrastructure usage**
  - **Interoperability on cross-border sections and train handling procedure in border stations**
  - **Co-ordinated traffic management and harmonised quality and performance monitoring across corridors**
- **Infrastructural ("hard" measures):**
  - **Deployment of improved harmonised infrastructure standards and ensuring continuity of standards across borders (in EU: TEN-T minimum requirements, in particular 740m train length and 22,5 t axle-load)**
  - **Development of intermodal terminals and last-mile infrastructure**

Possible future conceptual developments

- **Closer co-operation between different RFCs (including Corridor-OSSs)**
- **Stronger role in harmonisation of operational rules**
- **Harmonised and improved customer interfaces (IT-tools)**
- **Improved capacity offer (quantitative and qualitative), including flexible products**
- **Holistic approach to infrastructure capacity and priority for freight**
- **Better involvement of terminals and last-mile**
- **Cooperation with other corridor concepts, such as OSJD Rail Corridors (developing the Europe-Asia axis)**
- **Enhanced regulatory oversight**
- **…**

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Thank you for your attention !

gerhard.troche@ec.europa.eu