



6th Framework Programme for RTD (2002-2006)

Railway Research Information Day

1st July 2005

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Summary

- 1 – Situation of the market in 2004
- 2 – Key objectives of the EU railway policy
- 3 – Key principles of EU railway policy
- 4 – Interoperability issues
- 5 – Common safety approach
- 6 – Role of the European Railway Agency
- 7 – The new EU decision making process
- 8 – EU-OTIF-OSJD
- 9 – Rail infrastructure investments
- 10 – Conclusions





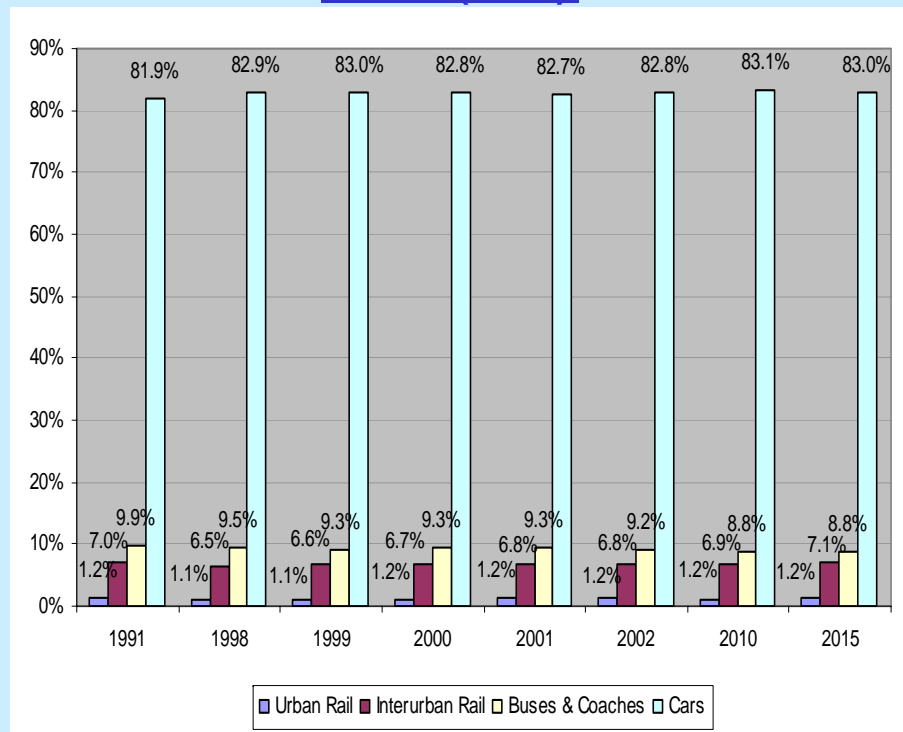
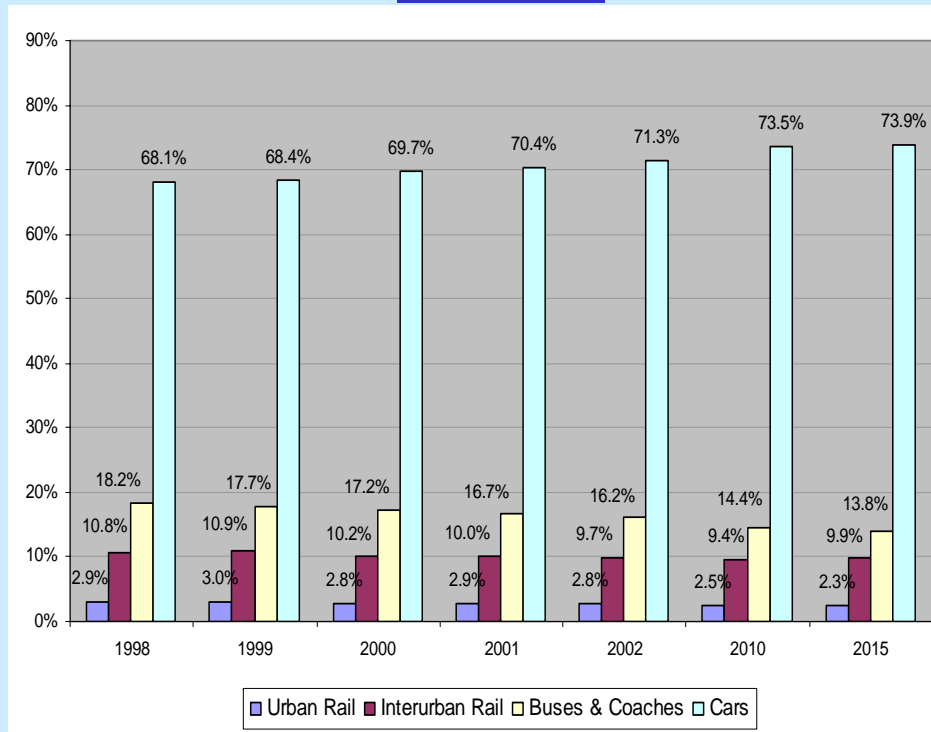
1. Market situation

Rail Passenger Traffic

Market Shares of Passenger Transport (in %)

CEEC

EU (15)



Source: Prognos, European Transport Report 2002



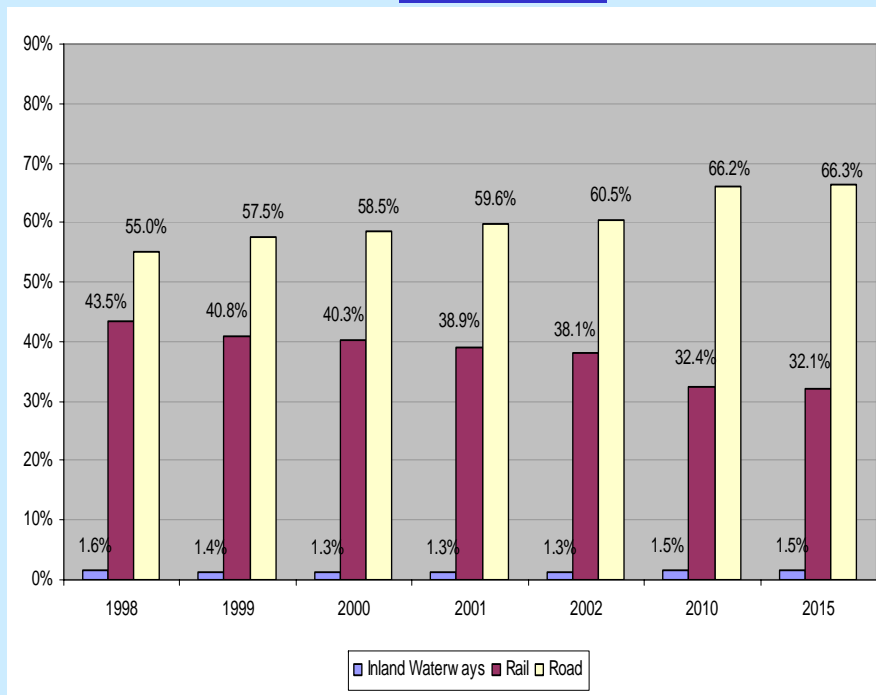


1. Market situation

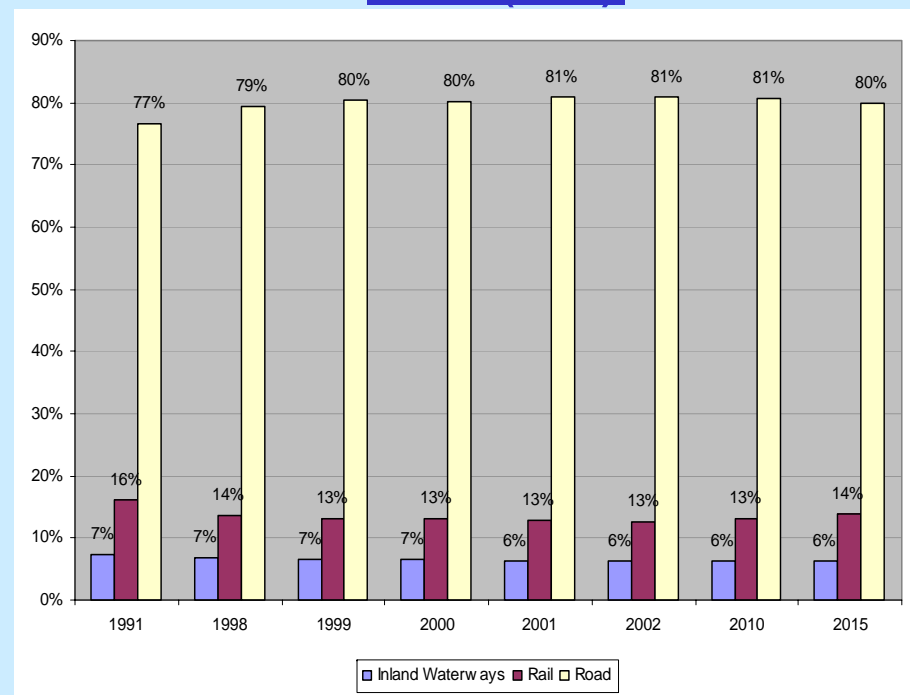
Rail Freight Traffic

Market Shares of Freight Transport (in %)

CEEC



EU (15)



Source: Prognos, European Transport Report 2002





1. Market situation

Statistics 2003 - 2004

Freight	Tkm (bln) 2003	Tkm (bln) 2004	
EU25	361.4	376.5	+ 3.47 %
EU15	240.5	251.0	+ 4.36 %
New States	120.9	125.5	+ 1.74 %

Passengers	Pkm (bln) 2003	Pkm (bln) 2004	
EU25	350.3	349.0	- 0.38 %
EU15	307.6	309.3	+ 0.53 %
New States	42.7	39.8	- 6.91 %

Source: Eurostat

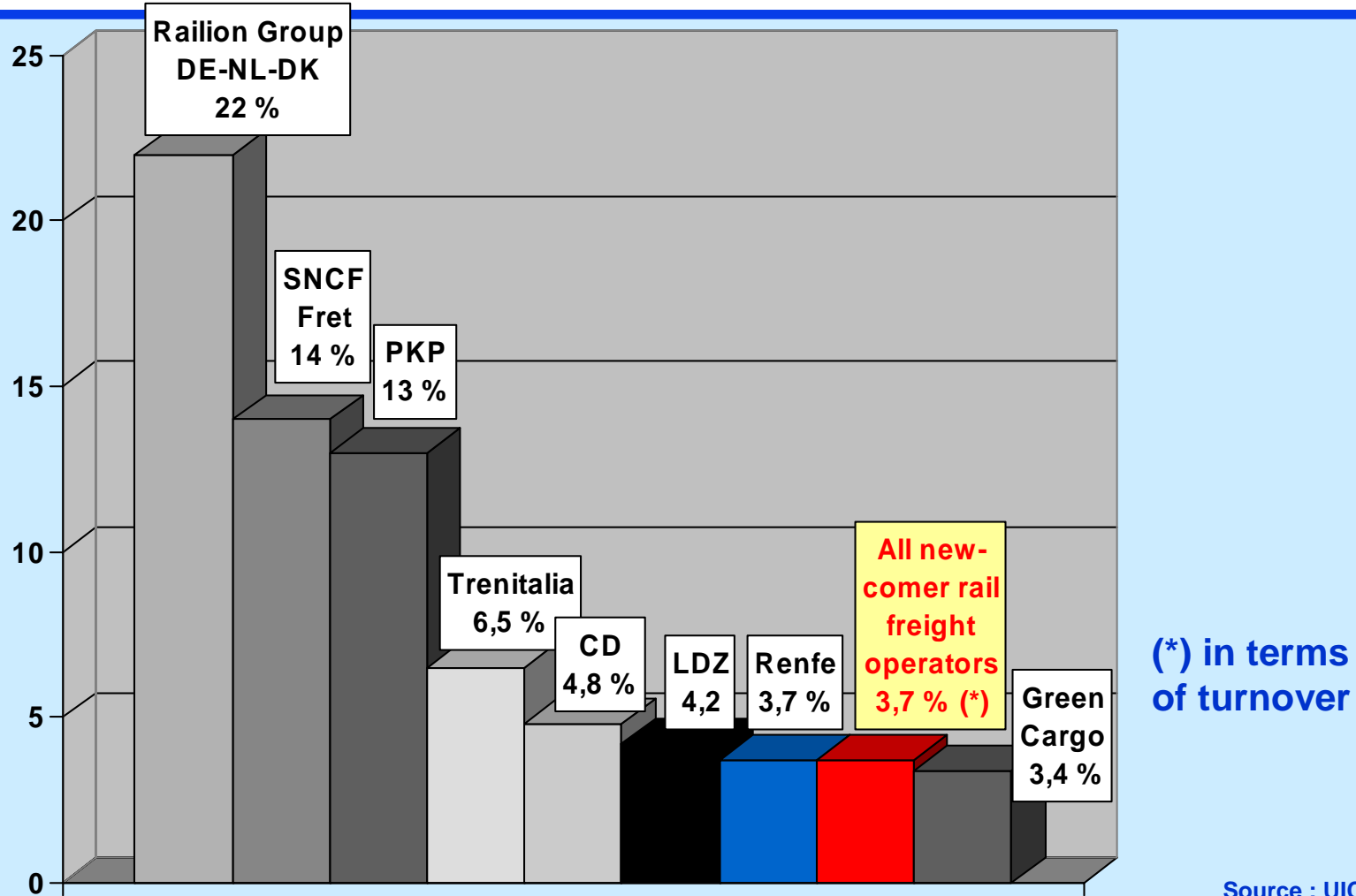




1. Market situation

The EU rail freight market

Market share (tkm) in %, 2002



Source : UIC, ERFA



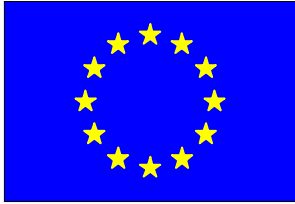


1. Market situation

Licensed railway undertakings as notified

Member State	Total	Withdrawn	Valid	Member State	Total	Withdrawn	Valid
<i>BE</i>	5	1	4	<i>LV</i>	9	1	8
<i>CZ</i>	14	0	14	<i>LT</i>	1	0	1
<i>DK</i>	25	13	12	<i>NL</i>	4	0	4
<i>DE</i>	337	16	321	<i>AT</i>	2	0	2
<i>EE</i>	21	0	21	<i>PL</i>	0	0	0
<i>EL</i>	0	0	0	<i>PT</i>	0	0	0
<i>ES</i>	0	0	0	<i>SI</i>	1	0	1
<i>FR</i>	3	0	3	<i>SK</i>	0	0	0
<i>IE</i>	0	0	0	<i>FI</i>	1	0	1
<i>IT</i>	37	1	36	<i>SE</i>	12	3	9
<i>LU</i>	1	0	1	<i>UK</i>	2	0	2
<i>HU</i>	6	0	6				
				<i>Total</i>	481	35	446





2. Key objectives of the European railway policy

- ❖ Railfreight = 16,4 % of all land transport modes (vs 18,5 % in 1998 that is the objective by 2010)
- ❖ Passenger by rail = 6,8 % of all modes (stable since 1995 to be maintained by 2010)
- ❖ Favour a mode which is environmental friendly through fair pricing of all modes and through infrastructure investments
- ❖ Optimise the use of infrastructure
- ❖ Ensure seamless transport throughout European territory to serve customers at best



3. Key principles of EU railway policy (1)

- ❖ Access rights for licensed railway undertakings (R.U.'s)
 - Since 1993, international combined transport
 - Since 2003, international freight services
 - 2007 all freight services
 - 2010 (?) international passenger services
 - 2012-2015 (?) domestic passenger services
 - 2010-2015 (?) competitive tendering for public service contracts

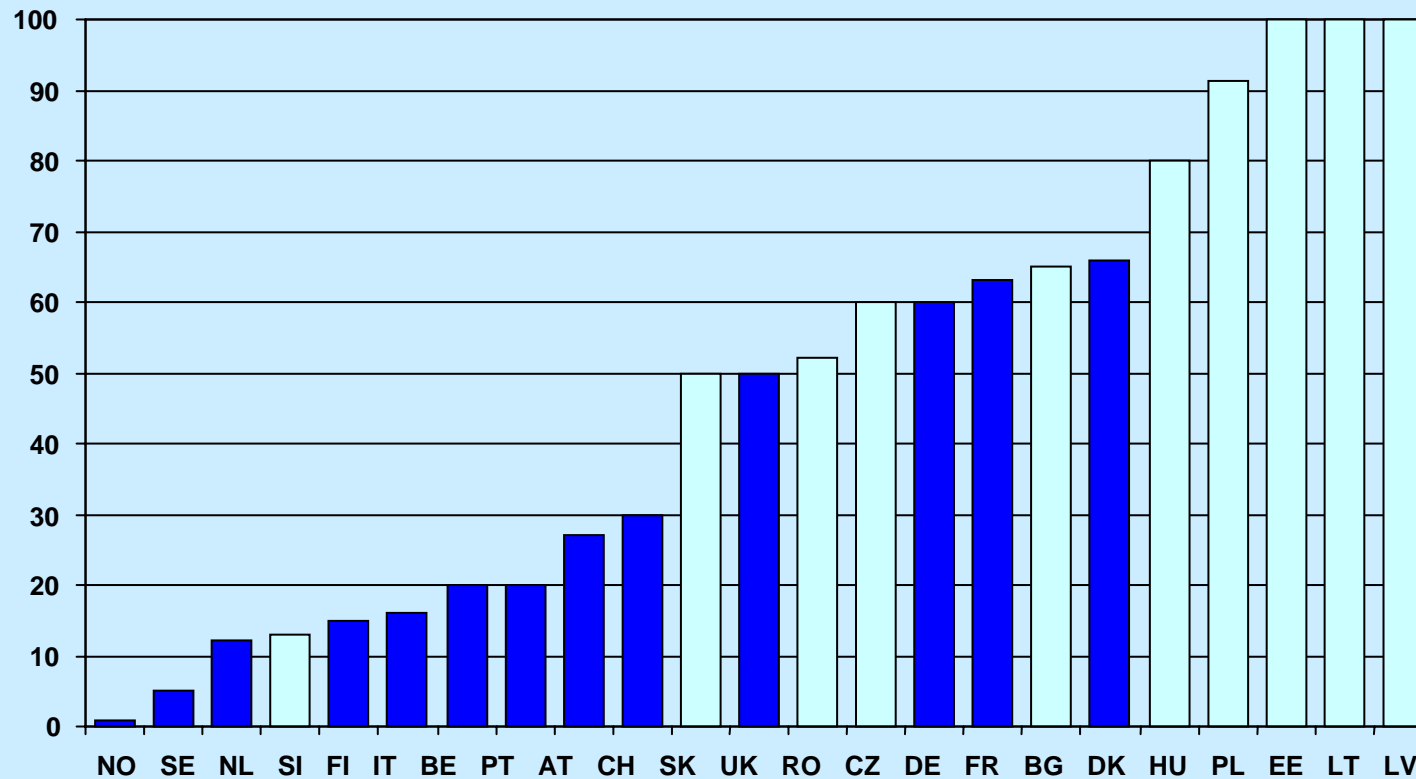
- ❖ Infrastructure to be managed independently and importance of cooperation between infrastructure managers (through RailNet Europe)

- ❖ Charging at marginal cost (mark-up possible if the market may bear it; environmental externalities also possible)



3. Key principles of EU railway policy (2) Charging situation

Percent of Total Cost Covered by Infrastructure Charges



Source : ECMT 2005

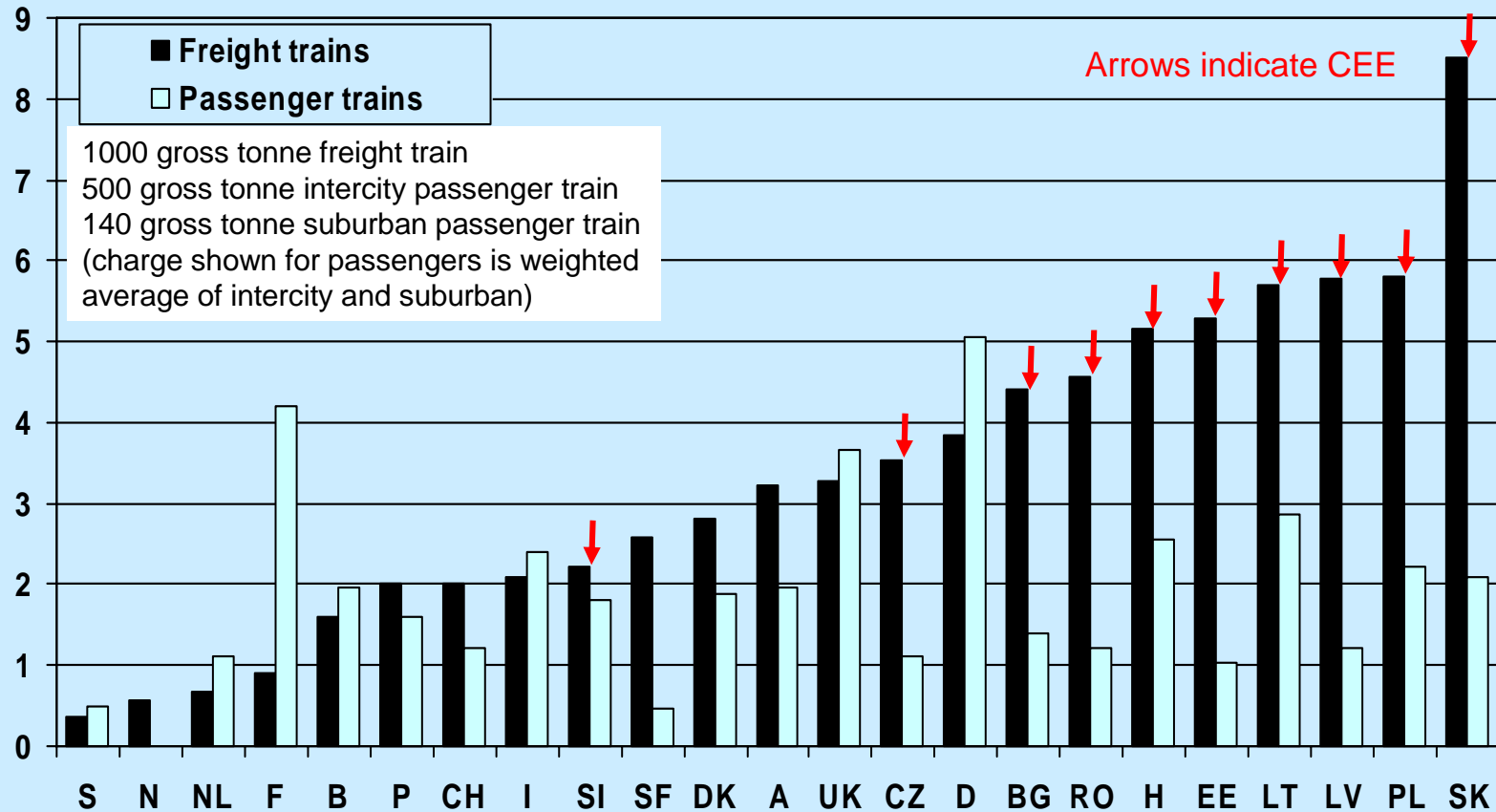




3. Key principles of EU railway policy (3)

Charging situation

Average access charges (€/train-km, excluding cost of electric traction)



Source : ECMT 2005





3. Key principles of EU railway policy (4)

- ❖ Regulatory bodies to monitor the market and arbitrate conflicts between R.U.'s & I.M.: strengths and weaknesses
- ❖ Safety certificates to be delivered by independent national safety authorities to run trains (mandatory from May 2006)
 - Safety management systems of R.U.'s
 - Authorisation of rolling stock to be used
 - Certification of train drivers
 - Open training centres are needed
- ❖ Management independence of R.U.'s
 - Transparency of accounts (to be separated at least)
 - No cross subsidiation between freight and passenger
 - Public service contract to be concluded with authorities





4. Interoperability issues (1)

❖ Origin

Each Member State developed its railways according to its national approach
→ fragmentation of the European rail network and different technical solutions legally imposed

❖ Double aim of EU action

- Ensure safe and uninterrupted movement of trains accross EU
- Standardise equipments to reduce costs

❖ Possibility of specific cases for historical differences e.g. gauge

❖ Possibility of derogation for individual projects





4. Interoperability issues (2)

❖ Key problems

- Infrastructure : gauge, platform
- Signalling systems
- Exchange of data to manage traffic and mobile assets
- Voltage
- Operational rules (e.g. braking performance)

❖ EU solutions

- EU directives setting essential requirements
- Mandatory technical specifications of interoperability (TSI) : ERTMS-TAF
- Problem of migration strategy
- Voluntary European standards

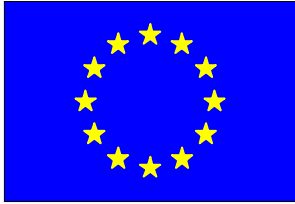




5. Common safety approach

- ❖ Need to create
 - Common safety indicators (CSI)
 - Common safety methods (CSM)
 - Common safety targets (CST)

- ❖ Coordination of national safety authorities to ensure similar implementation and mutual confidence

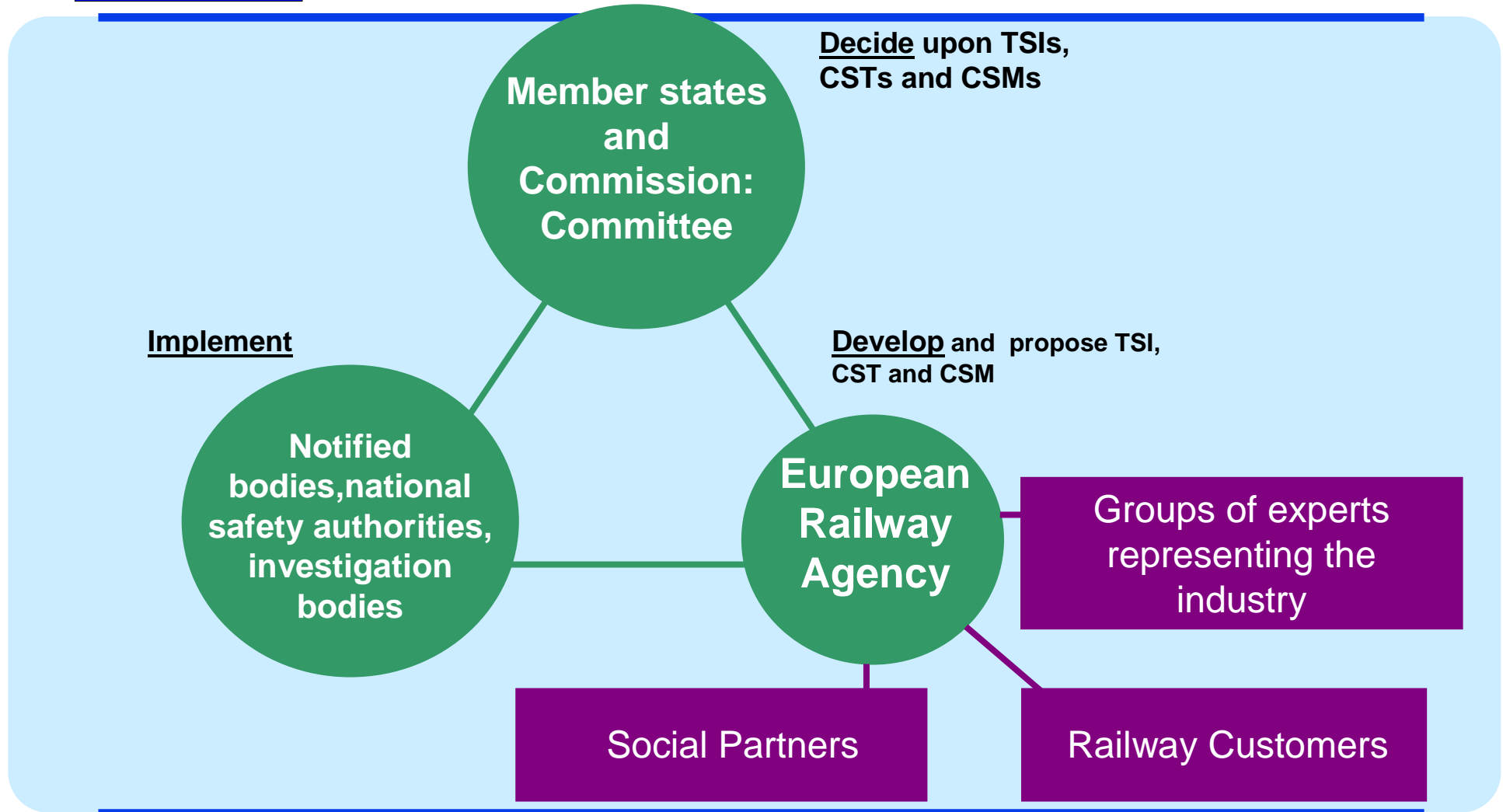


6. Role of the European Railway Agency

- ❖ Elaboration of T.S.I. (eg CR infrastructure and energy)
- ❖ Development of CSI, CSM, CST
- ❖ Coordination of national safety authorities from July 2005
- ❖ Monitoring of interoperability and safety levels (reports)
- ❖ Full involvement of market players (CER, EIM, ERFA, UNIFE, ...)
- ❖ But no decision making power on its own
- ❖ Ensuring convergence of technical and safety rules

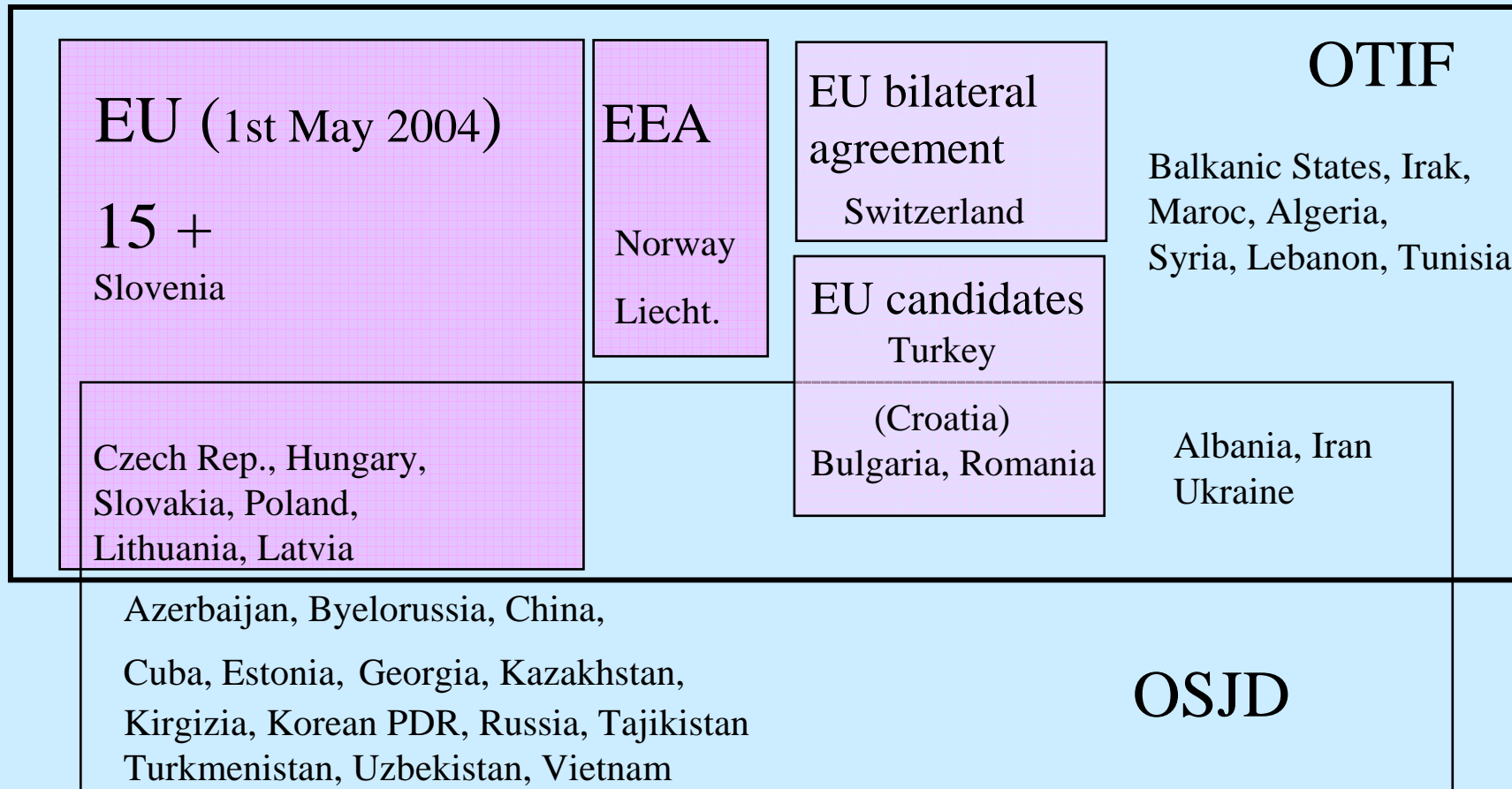


7. Decision making process





8. EU - OTIF – OSJD (1)

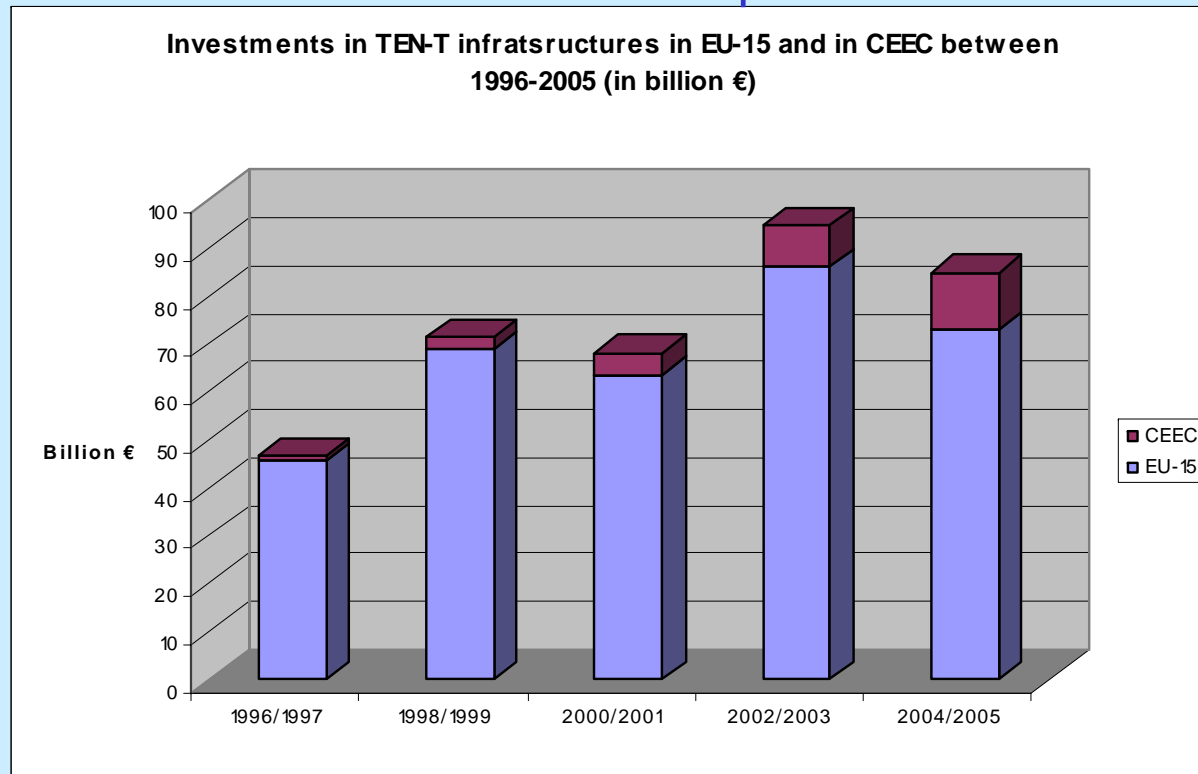




9. Rail infrastructure investments (1)

1/ A clear discrepancy between investments in TEN-T infrastructures between EU-15 and CEEC ...

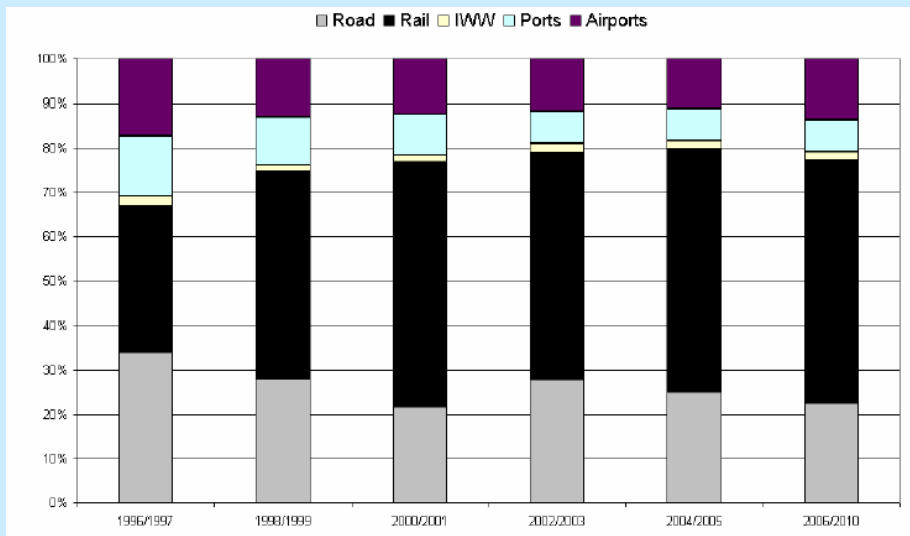
... but an increase of investments expected in CEEC



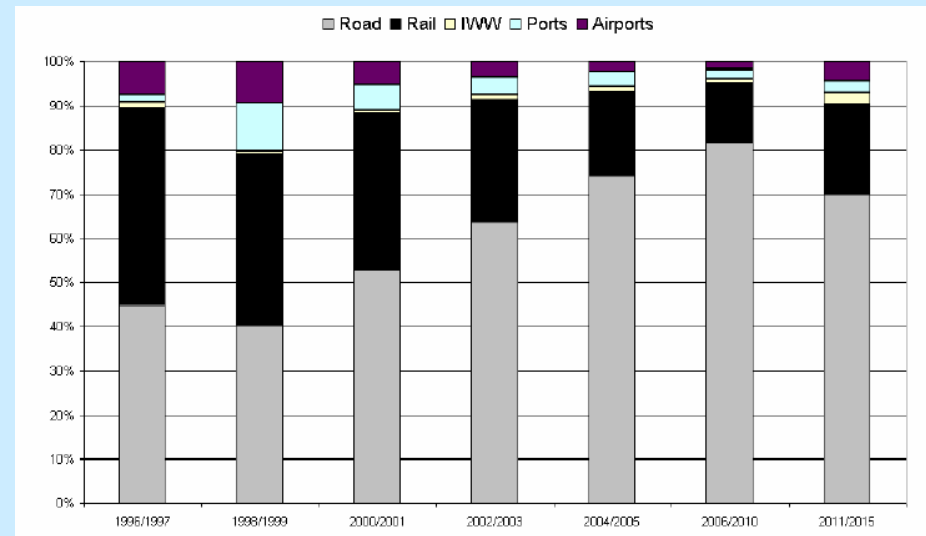


9. Rail infrastructure investments (2)

2/ Modal share of investments in TEN-T infrastructures: mostly rail in EU-15 and road in CEEC



Share of total investments in EU 15



Share of total investments in CEEC

Source : TEN-INVEST





10. Conclusions (1)

- ❖ A new regulatory framework for railways is created to enable pan-European railway services responding to the expectations of the customers.
- ❖ Creating access rights for all railway undertakings on tracks managed in a neutral way is a key principle to achieve a single rail freight market.
- ❖ Simplifying legal, administrative and technical rules is essential to enable rail to compete with road and shipping.
- ❖ Rail manufacturing industry restructures to make European products and equipments (eg ERTMS)





10. Conclusions (2)

- ❖ The regulatory framework now exists with the first and the second package which have to be fully implemented.
- ❖ The European railway agency should prepare by 2015 a code of operational rules common to railway undertakings and infrastructure managers.
- ❖ The third package is being negotiated with the Parliament and the Council: it is a package aiming at improving the quality of services and at opening the market for international passengers services. A first decision could be expected by end 2005.
- ❖ Money should be available for infrastructure investments in new Member States: good projects are needed.





10. Conclusions (3)

- ❖ Enlargement gives new chances for railways: longer distance; higher market shares in new Member States.
- ❖ Freight performance more encouraging than passenger one.
- ❖ New relations with the new neighbours of the European Union are needed to enhance traffic.
- ❖ Interoperability problems to be tackled quickly.



For further information:

Site :

http://europa.eu.int/comm/dgs/energy_transport/index_en.html

