



# ● A European rail network for competitive freight

Vienna, 19 Nov 2010

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# ● Background

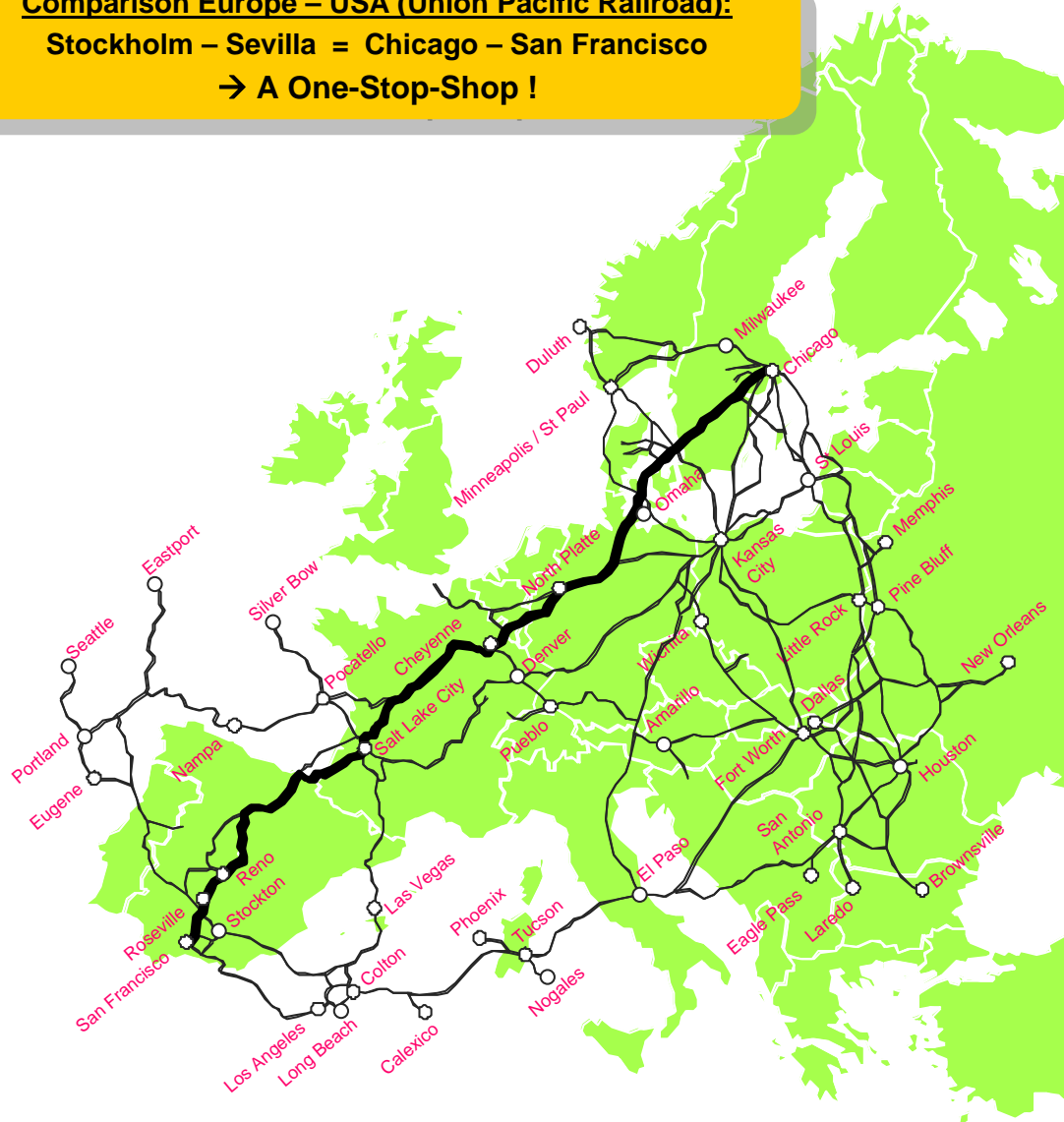
- Quality problems in international rail freight  
→ low customer satisfaction
- Rail volumes and market share:
  - » Continued *decrease* in some parts of Europe  
→ risk of loss of critical mass for rail services, esp. in wagonload traffic
  - » *Increase* in other parts of Europe  
→ but no adequate adaptation of capacity for rail freight
  - » Both trends require action!
- Strong focus on passenger traffic
  - » in traffic management
  - » in infrastructure investments
- Slow de-facto progress in market opening of European rail freight

**Rail freight in Europe:  
Example Stockholm – Sevilla**

→ How to get six Infrastructure Managers to work together ?



**Comparison Europe – USA (Union Pacific Railroad):**  
**Stockholm – Sevilla = Chicago – San Francisco**  
**→ A One-Stop-Shop !**





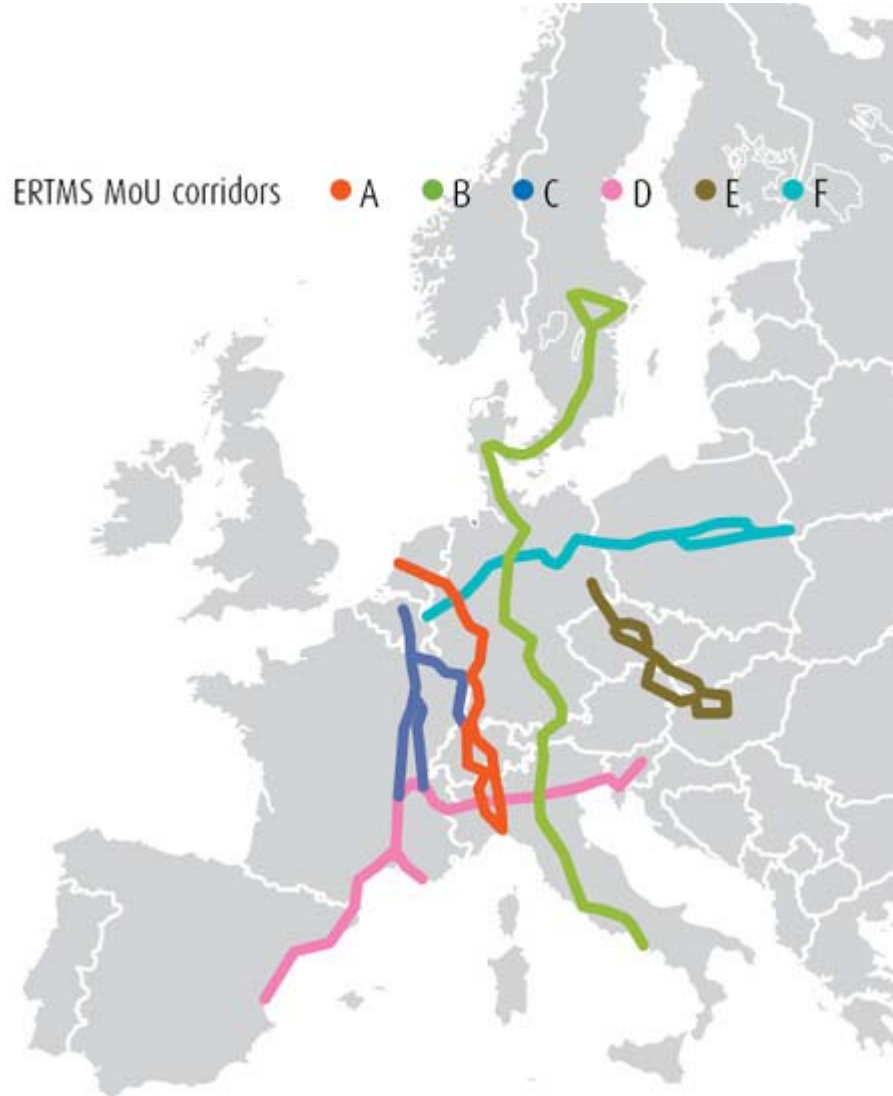
# Trans-European Rail Freight Freeway Antwerp – Valencia

## Interoperability parameters

	Infrastructure holder	Gauge	Current system	Train length
Antwerpen	INFRABEL	1435 mm	3000 V DC	600 m
Arlon Thionville	CFL		25 kV AC 50 Hz	700 m
Dijon  (Sibelin)	RFF	1500 V DC		
Cerbère Portbou  (Castellbisball)	ADIF	1668 mm	3000 V DC	550 m
Tarragona				500 m
Sagunt Valencia F.S.L.				450 m 400 m

Source: G.Troche, 2005

# ERTMS Corridors



# ● Approach - objectives - purpose

- Proposal for a Regulation concerning a European rail network for competitive freight
- General Objectives:
  - » Reinforce cooperation at all levels along selected rail freight corridors, especially among Infrastructure Managers
  - » Develop rail freight corridors in terms of capacity and standard
  - » Provide rail freight services of good quality
- Purpose:
  - » Increase rail freight's competitiveness and market share

# ● Specific objectives (I)

- Path allocation process and rules:
  - » Smooth and efficient
  - » Open for applicants other than railway undertakings
  - » Good and reliable train paths
  - » Flexibility to accommodate ad hoc train path applications
  - » Transparent and easy access to information
- Traffic management:
  - » Sufficient priority to freight trains
  - » Even in case of disturbances
  - » Coordinated between several Infrastructure Managers
  - » Performance schemes



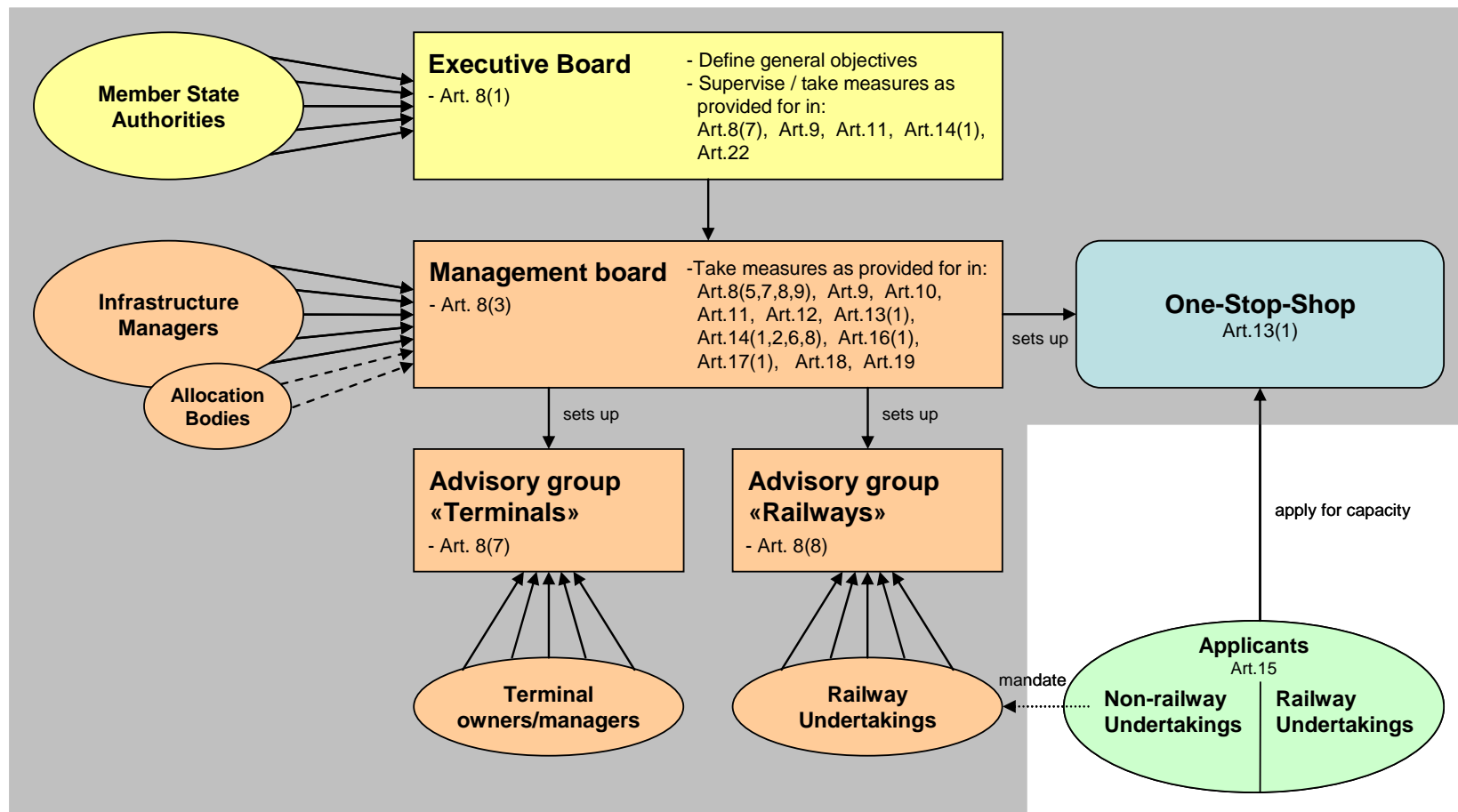
## ● Specific objectives (II)

- Terminals:
  - » Adequacy between infrastructure capacity and terminal capacity
  - » Access to ancillary services
- Technical harmonisation of infrastructure:
  - » Increase in productivity of each freight train
  - » Coordinated development of harmonised infrastructure
  - » Deployment of interoperability
- Investments:
  - » Coordinated among various Infrastructure Managers
  - » Minimise disruption through coordinated MOW work

# ● Governance structure (I)

- Executive board
- Management board
  - Complemented by:
    - » Advisory Group – Railway undertakings
    - » Advisory Group – Terminals owners/managers
- One-Stop-Shop
  - » Contact point for applicants

# Governance structure (II)



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# Documents

## Info-document

- Art. 18
- regular update

### Network Statement excerpt

- Art. 18(a)

### Terminal description

- Art. 18(b)

### Procedures

- Art. 18(c)
- conc. Art. 13,14,15,16,17

## Implementation plan

- Art. 9(1)
- Latest 6 months before start of the corridor
- Periodical review – Art.9(2)

### Corridor description

- Art. 9(1a)

### Transport market study

- Art. 9(1b) + 9(3)
- Periodical review – Art.9(3)

### List of measures

- Art. 9(1e)
- conc. impl. of Art. 12-19

## Objectives/performance

- Art. 9(1c)

### Performance monitoring report

- Art. 19(2)
- Annual

### Satisfaction survey

- Art. 19(3)
- Annual

## Investment plan

- Art. 9(1d) + 11(1)
- Periodical review – Art.11(1)

### List of projects

- Art. 11(1a)

### Deployment plan

- Art. 11(1b)

### Capacity management plan

- Art. 11(1c)

### Reference to Union contribution

- Art. 11(1d)

# ● Nine initial corridors (I)

- **Rhine-Corridor:**

Zeebrugge – Antwerpen / Rotterdam – Duisburg – Basel – Milano – Genova

- **Benelux-France Corridor:**

Rotterdam – Antwerpen – Luxemburg – Metz – Dijon – Lyon / Basel

- **Central North-South Corridor:**

Stockholm – Malmö – Copenhagen – Hamburg – Innsbruck – Verona – Palermo

- **Atlantic Corridor:**

Sines – Lisboa / Leixões – Madrid – Medina del Campo / Bilbao / San Sebastian – Irun – Bordeaux – Paris / Le Havre / Metz

- **Balt-Med (Baltic-Mediterranean) Corridor:**

Gdynia – Katowice – Ostrava / Zilina – Bratislava / Wien / Klagenfurt – Udine – Venezia / Trieste / Bologna / Ravenna / Graz – Maribor – Ljubljana – Koper / Trieste

## ● **Nine initial corridors (II)**

- **Mediterranean Corridor:**

Almeria – Valencia / Madrid – Zaragoza / Barcelona – Marseille – Lyon – Torino – Milano – Verona – Padua / Venezia – Trieste / Koper – Ljubljana – Budapest – Zahony

- **Orient-Corridor:**

Praha – Wien / Bratislava – Budapest – Bucharest – Constanta / Vidin – Sofia – Thessaloniki – Athens

- **Central East-West Corridor:**

Bremerhaven / Rotterdam / Antwerpen – Aachen / Berlin – Warszawa – Terespol / Kaunas

- **Eastern (Czech-Slovak) Corridor:**

Praha – Horni Lidec – Zilina – Kosice – Cierna nad Tisou

## ● Selection criteria of further corridors

- Passing at least three Member States or two Member States if distance > 500 km
- Consistency with TEN-T, ERTMS- and RNE-corridors
- Integration of TEN-T Priority Projects into the Corridor
- Balance between socio-economic costs and benefits
- Consistency of all freight corridors
- Consideration of major trade and goods flows
- Interconnections to neighbouring third countries
- Interest of applicants
- Interconnections with other modes of transport

# ● Time schedule for further corridors

- Proposal for further corridors by Member States  
= 2 years (Art. 5(5))
- Examination of proposals by European Commission  
= 9 month (Art. 5(6))
- Establishment of Freight Corridor by Member States  
= 2 years (Art. 5(7))



# ● Monitoring by regulatory bodies

- Cooperation and exchange of information
- In case of complaint or own initiative
  - » Consultation and information request
  - » Provision of information
  - » Transfer of information
- Request, provision and transfer of information also applies to associations of infrastructure managers

# Thank you for your attention

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