



Regulation of the European Parliament and of the Council concerning a European rail network for competitive freight

Nantes, March 26th, 2009

Atlantic Arc Commission - Transport Group - CPMR



Reasons for the development of this new Regulation concerning a European rail network for competitive freight



COM (2008) 853

1

Issues involved in the development of **rail freight** (sustainable transport policies, higher demand for rail transport,...)

2

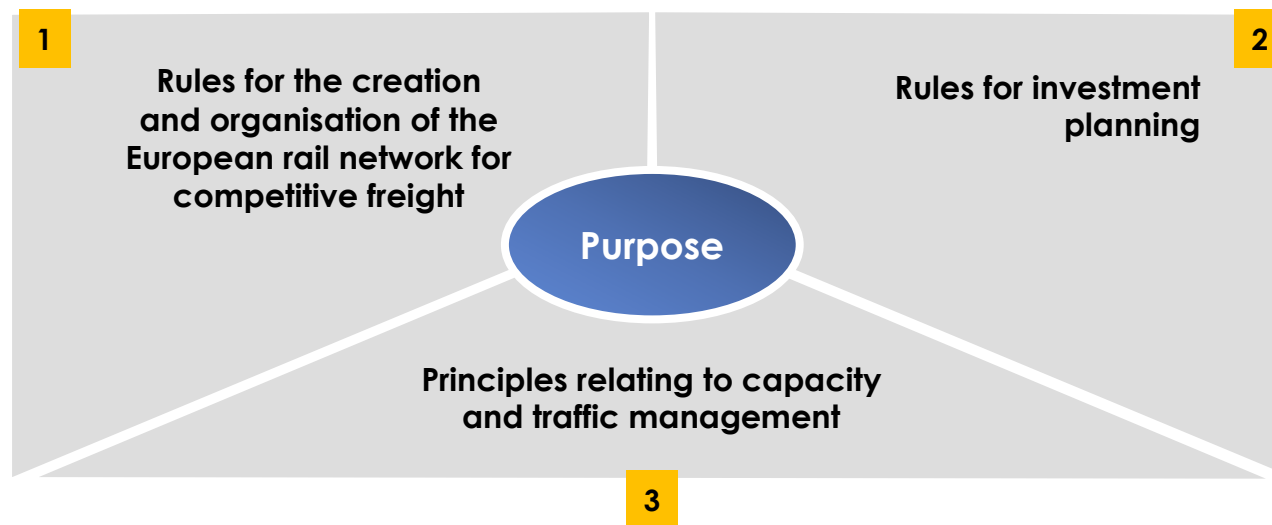
Improving the **quality of the service** provided by the **infrastructure** to the freight operators on a specific network (solution for existing problems)

3

Need of **new initiatives** to enhance rail freight and its competitiveness



Purpose and scope of the Regulation



This Regulation applies to **the management and use of railway infrastructure for domestic and international rail services**

Design and governance of the European rail network for competitive freight



Selection of freight corridors

- Freight corridors shall **allow international and national rail freight services** to be operated on the territory of at least two Member States. Characteristics:
 1. They shall be part of the **TEN-T**
 2. They shall allow significant **development of rail freight traffic**
 3. They shall be justified on the basis of a **socio-economic analysis**
 4. Good **interconnections** with other **modes of transport**
 5. They shall be supported by an **implementation plan**
- Their **creation** and modification shall be proposed by the **Member States** concerned and they shall be **validated at Community level**, after examining their relevance and consistency

Governance of freight corridors

- The **Member States** affected by a freight corridor shall **cooperate** to ensure its development in accordance with its implementation plan
- The **infrastructure managers** shall create a **governance body** responsible for defining, managing and updating of the implementation plan for each corridor
- The governance body shall be an **independent legal entity**
- A **working group** made up of managers and owners of the **strategic terminals** of the freight corridor shall be set up

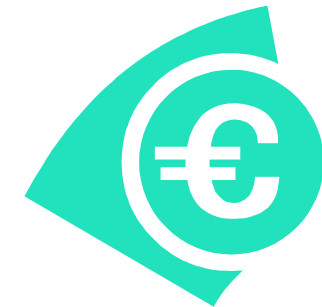
Measures for implementing the freight corridor

- The implementation plan approved by the governance body, shall include:
 1. The **objectives** of the governance body in terms of **performance**
 2. The **programme for the creation** and improvement of performance in the freight corridor
- The **plan** shall be **adjusted** according to the **progress** of the measures taken




Investment in the freight corridor

<p>Investment planning</p>	<ul style="list-style-type: none"> • The governance body shall draw up and approve a joint investment plan for infrastructure in a long-term (at least 10 years) and in medium-term (at least 2 years) • The investment plans must be consistent with TEN-T policy • Development of systems with interoperability to achieve significant gains to be made in terms of journey times, capacity and productivity of the rail freight • The investment plans shall include a strategy for the growth of the capacity of freight trains which may run in the freight corridor (e.g. by increasing the maximum length allowed to run along the whole corridor)
<p>Heavy maintenance work</p>	<ul style="list-style-type: none"> • The infrastructure managers in the freight corridor shall coordinate at least once a year their schedule for carrying out heavy maintenance work on the infrastructure and its equipments
<p>Strategic terminals</p>	<ul style="list-style-type: none"> • Carrying out a strategy for the development of strategic terminals on each corridor, specially those which are intermodal • Attaining good connections of each freight corridor to the rest of the network and to other modes of transport is fundamental to achieve the objectives set up in the regulation



Management of the freight corridors (1 of 2)

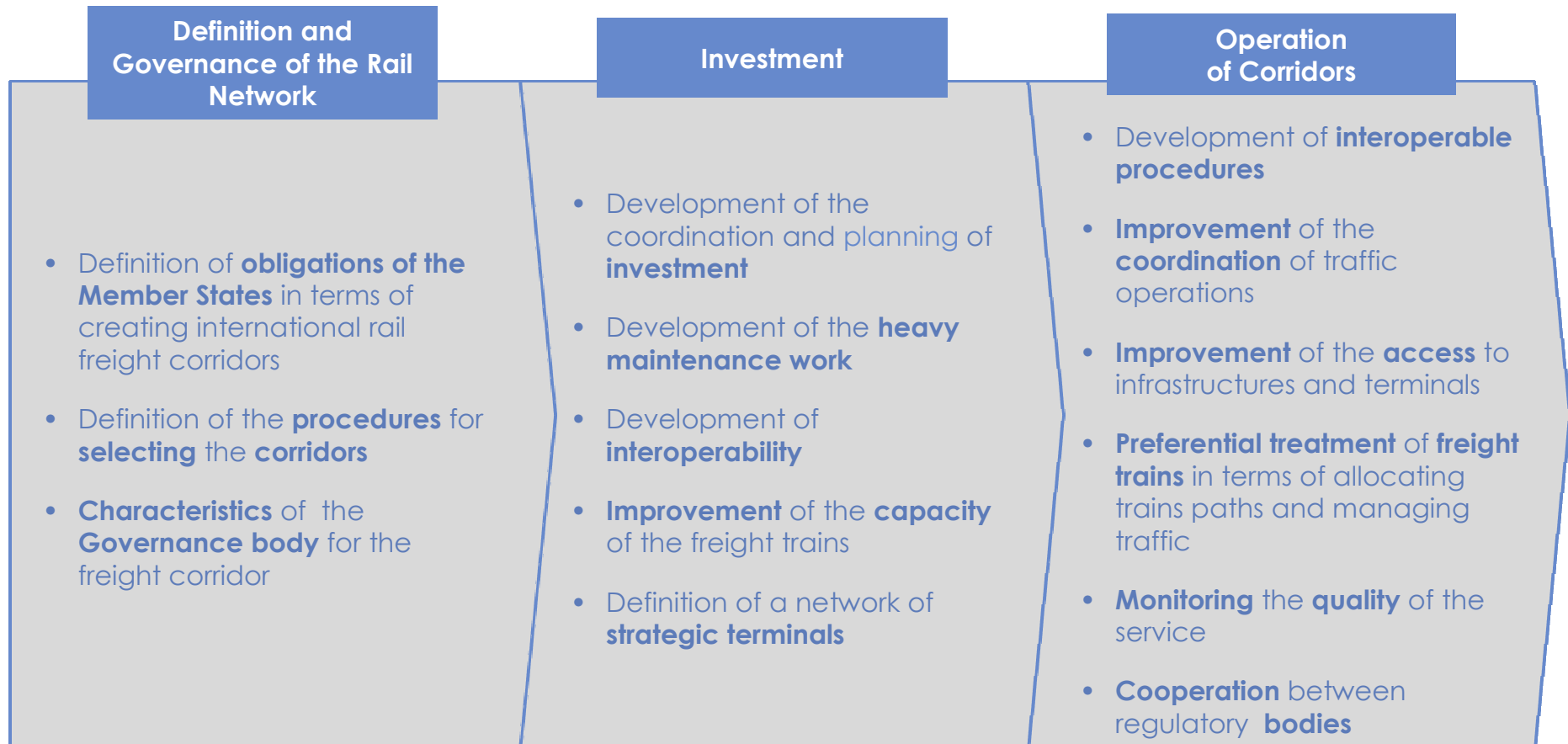
<p>One-stop shop for requests for international train paths</p>	<ul style="list-style-type: none"> • Creation of one-stop shop for requests for international train paths for freight trains crossing at least one border in order to achieve better coordination which shall allow an increase in performance of freight transport for a limited cost 	
<p>Priority freight</p>	<ul style="list-style-type: none"> • Definition of the standard categories of freight traffic, which shall be valid in the whole of the freight corridor • At least one of these categories shall be goods whose transportation is very time-sensitive and which require an efficient transport time and guaranteed punctuality 	
<p>Train paths allocated to freight trains</p>	<ul style="list-style-type: none"> • The infrastructure managers of the freight corridor shall reserve the capacity needed for priority freight traffic • The infrastructure managers shall keep a reserve of capacity within the final working timetable to respond to ad hoc requests for capacity as referred to in Article 23 of Directive 2001/14/EC • Train paths allocated for freight operations may be of a different quality in terms of journey time • The appropriate procedures shall be applied to ensure optimal coordination of the allocation of railway infrastructure capacity. This shall lead to a significant improvement of the performance of the traffic (e.g. waiting times for trains) 	

Management of the freight corridors (2 of 2)

<p>Authorised applicants</p>	<ul style="list-style-type: none"> • Apart from railway undertakings, other applicants may request train paths for freight transport in order to increase competitiveness
<p>Traffic management</p>	<ul style="list-style-type: none"> • The infrastructure managers of the freight corridor shall draw up the rules of priority between the different types of traffic in the event of traffic disruption in the freight corridor • The rules of priority provide that the train path allocated to a priority freight train will not be modified (except if the holder of the path agrees with the modification) • Procedures for the coordination of the traffic management along the whole corridor and to ensure an optimal operation of the infrastructure shall be carried out
<p>Quality of service</p>	<ul style="list-style-type: none"> • The infrastructure managers for the freight corridor shall ensure consistency between the performance schemes along the freight corridor • The performance indicators of the freight corridor shall be defined
<p>Regulatory bodies</p>	<ul style="list-style-type: none"> • The regulatory bodies which are responsible for the freight corridor shall cooperate to supervise the international activities of the infrastructure managers and applicants in the freight corridor.



Regulation Summary





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