



UNITED NATIONS

Economic Commission for Europe

Joint ECMT/UNECE Working Party/Group on Intermodal Transport and Logistics

Rail infrastructure managers activities related to AGC and AGTC agreements

by Marc FALCHI General Secretary



Who are we?

- Creation in April 2002
- IMs (infrastructure manager) from 10 countries (9 EU, 1 ETFA):
Finland, Sweden, Denmark, Norway, the Netherlands, France, UK,
Portugal, Spain and Slovenia
- 50% of EU25 lines
- 50 % of EU25 passenger traffic
- 30% of EU25 freight traffic
- Direct employment of over 150.000 people

Our Objectives

Lobby: promoting our common positions with the aim of

- Establishing a Trans-European Rail Network (TEN-T), accessible and simple to use through co-operation with various platforms (RNE, DERC / RMMS / EC Regulators' Working Groups)
- Promoting international rail freight transport (modal split in favour of rail)

Means: facilitating the implementation of

- Intra-modal competition
- a workable regulatory framework

Our Objectives

Agenda

- Charging for the use of the infrastructure (Eurovignette)
- Third Railway Package
- First Railway Package report and White paper mid-term review

Our Objectives

Improving the rail network use:

- Through RNE (RailNetEurope): the European capacity allocation body for international freight paths (remits will include passengers and corridors' OSS)
- Through the promotion of practical implementation of European laws (access conditions, network statement, framework agreements, network code ...) on “technical” level (RNE) and on “political” level (EIM)
- Use and Build philosophy

Our Objectives

Sharing information and best practices amongst members and with other IMs:

- Common seminar (Budapest July 2005)
- Reduction of costs (EIM/EFRTC/UNIFE conference on March 2005)
- Project optimisation (railway project appraisal guidelines with EIB: RAILPAG)
- Implementation of competition (EIM/ERFA/UIRR conference on March 2004)

Our Objectives

Representative body: promoting IMs' positions

- in all Committees and workshops organised by the EC, where representative organisations are invited
- in the European Railway Agency Board and WGs (EIM is the representative body for IMs)
- in the ERTMS MoU Steering Committee (implementation strategy on 6 corridors)
- by drafting the strategic implementation plan of the TSI TAF (Telematic Applications for Freight)
- in the UIC

EU Agenda in Relation with AGC and AGTC

- TSI infrastructure for High Speed Lines adopted (March 2003): UIC loading gauge C is mandatory

- Drafting of the TSI infrastructure for Conventional Rail will start at the end of 2005/beginning of 2006 with the ERA
 - it is probable that some IMs - MS also? - will continue to be reluctant even to implement AGC/AGTC requirements

 - But the ERA is not obliged to base its proposal on consensus (cost-benefit analysis and vote at qualified majority in the Article 21 Committee)

 - National Safety Authorities are members of some ERA WGs, all MS are members of the ERA Board

EU Agenda in Relation with AGC and AGTC

- Network statements are or will soon be published in EU 25 and EFTA countries (ERAIL study)
 - Exceptions: Slovenia (ready not yet published), Spain and Bulgaria (in development), Greece and Ireland
 - the limitations are known and public (website, except for Hungary and Romania)
 - most of them are available in English

EU Agenda in Relation with AGC and AGTC

Development of ERTMS implementation strategy (MoU Steering Committee) steered by a coordinator: Karel Vinck

- The MoU involves EC, CER, EIM, UNIFE and UIC

- The goal is to develop a draft ERTMS implementation strategy along 6 corridors (by mid/end 2006): Rotterdam – Genoa; Naples – Berlin – Stockholm; Antwerp – Basel/Lyon; Sevilla – Slovenia; Dresden – Budapest; Duisburg – Warsaw

- The studies will involve IMs, RUs and suppliers

- At least the results should be known by MS (some are deeply involved in the studies)

EU Agenda in Relation with AGC and AGTC

- The studies will also look into all needed investment in order to increase (freight) rail transport competitiveness, among them:
 - Operational issues (braking, composition, train length ...)
 - Administrative issues (consignment note transmission, national regulations for chemicals, animals ..., customs registration for statistics ...)
 - corridor homogeneity (path allocation rules, congestion ...)
 - corridor technical issues (loading gauge, axle load ...)

EIM Views on Needed Improvements: Full Implementation of the First Railway Package

- Access to and pricing of essential facilities
 - power supply and fuelling
 - Train formation facilities
 - Storage sidings
 - Access to telecommunications network
 - Provision of supplementary information
 - Technical inspection of rolling stock and load
 - Maintenance
 - Rescue and emergency situations, running abnormal trains

EIM Views on Needed Improvements: Full Implementation of the First Railway Package

- Capacity allocation process: RNE for international aspects but the absence of independence of some infrastructure managers is an issue

- Access to and from customers
 - Ports
 - Private sidings
 - Freight terminals
 - Marshalling yards

EIM Views on Needed Improvements: Full Implementation of the First Railway Package

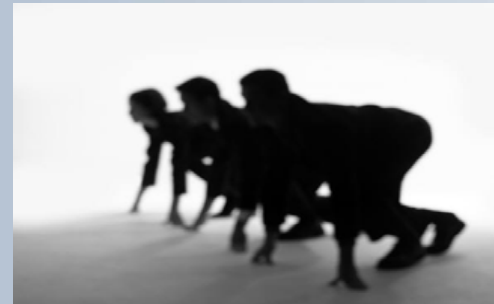
- Priority rules: homogeneity along freight corridors
- Access to traction (locomotives and drivers)
- Rolling stock certification

The technical harmonisations will be long and expensive to implement.

Their cost-benefit analysis has to be updated (e.g. KPMG/UIC study on the loading gauge issue at the beginning of 90') or a “political” decision has to be made and implemented as for road (all IMs are now clearly in the hands of MS, even if not entirely independent from any RU)

One of the Efficient Tools for the MS: Independence of their IM from any RU

- Infrastructure manager – neutral body
- Transparency - clear roles
- Safety
- Efficiency
- Competition
 - Fair access for all licensed RUs
 - Non-discriminatory allocation of track capacity in line with market demands



But also the will to act