

# The development of European railways – the policy angle

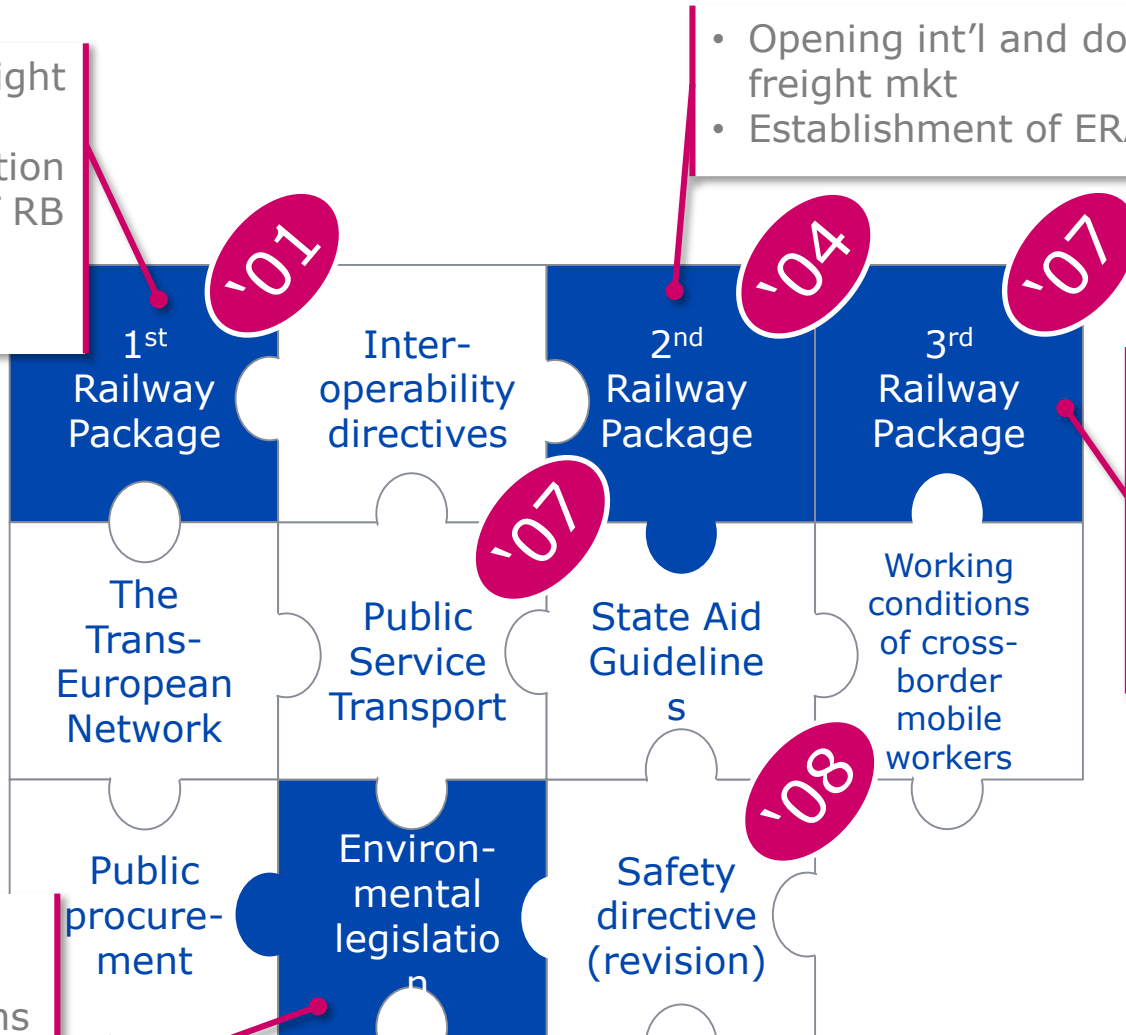
8 November 2017, Prague

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# EU rail legislation (1)

- International freight market opening
- Accounts separation
- Establishment of RB
- Compulsory NSs
- MACs

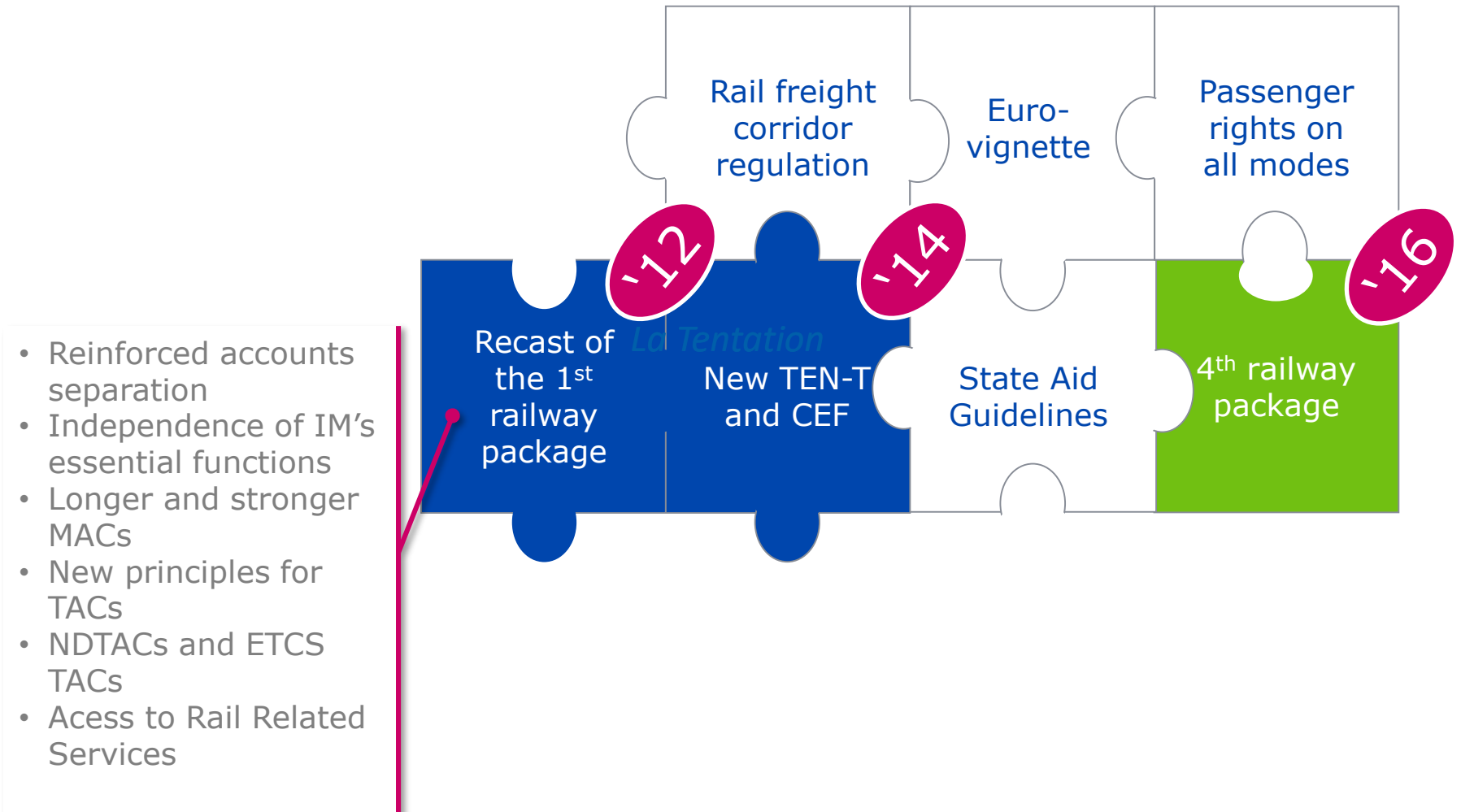
- Opening int'l and domestic freight mkt
- Establishment of ERA



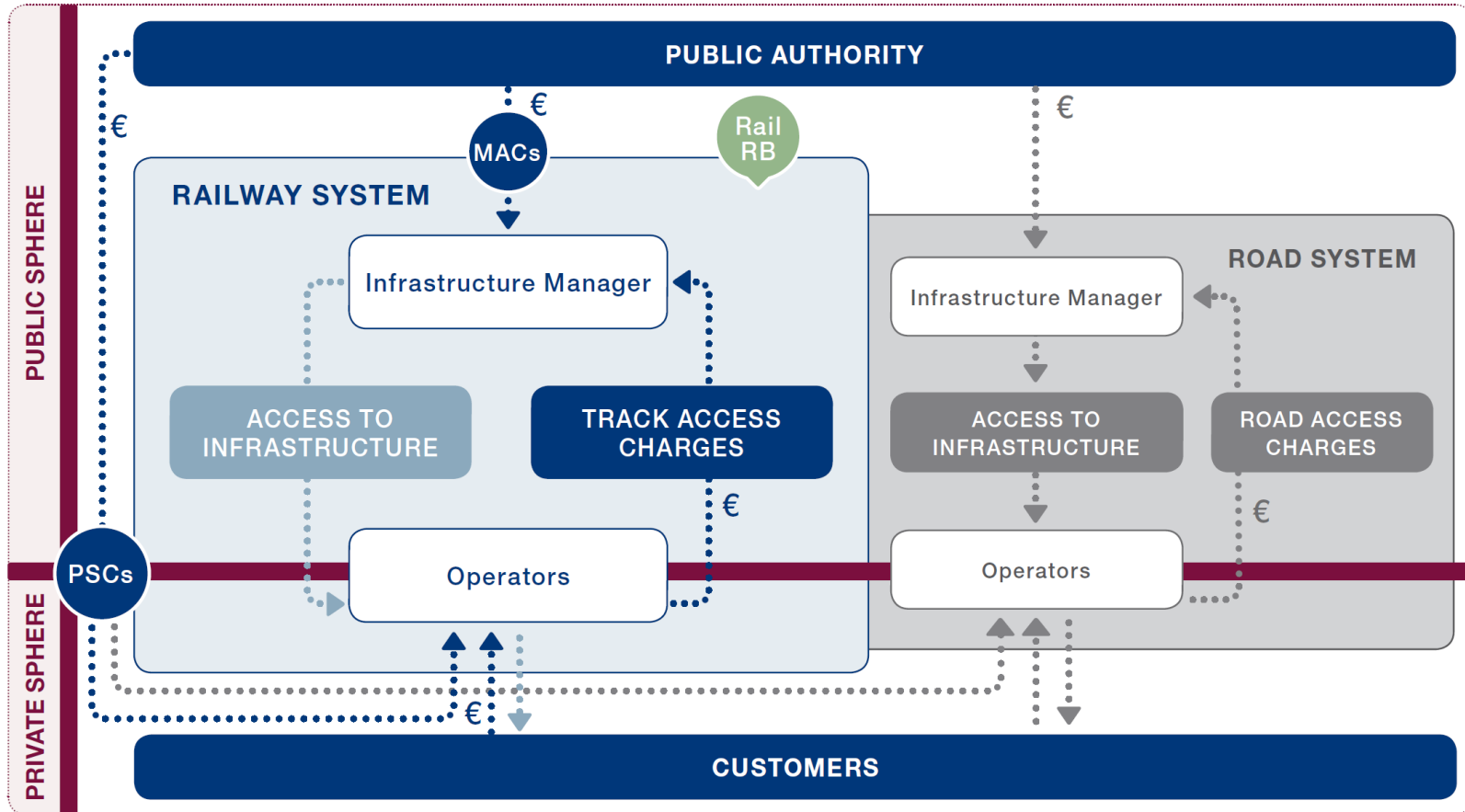
- Environmental noise
- Diesel emissions
- Environmental liability

- Opening int'l passenger market
- Rail passenger rights
- Certification of train drivers

# EU rail legislation (2)



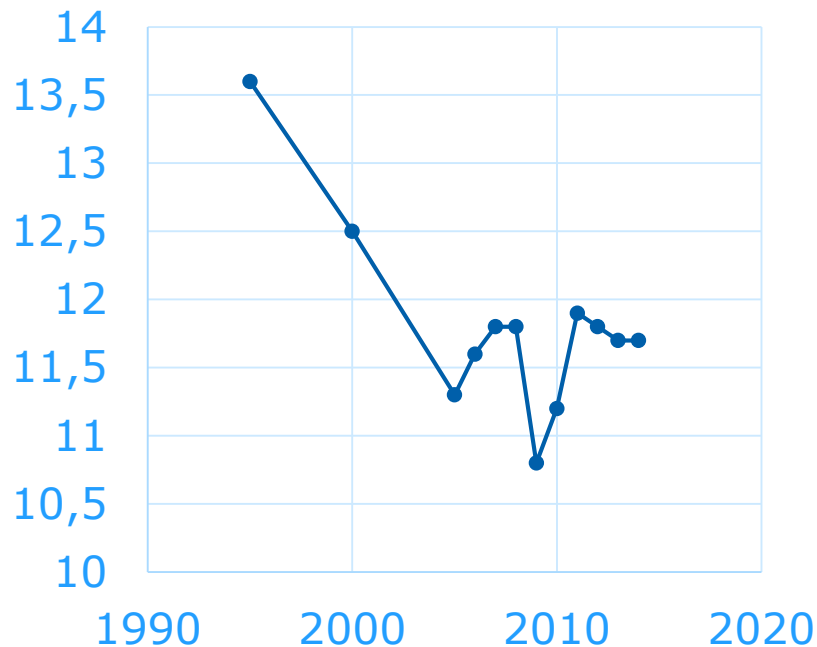
# The EU now legislates all aspects of the rail system



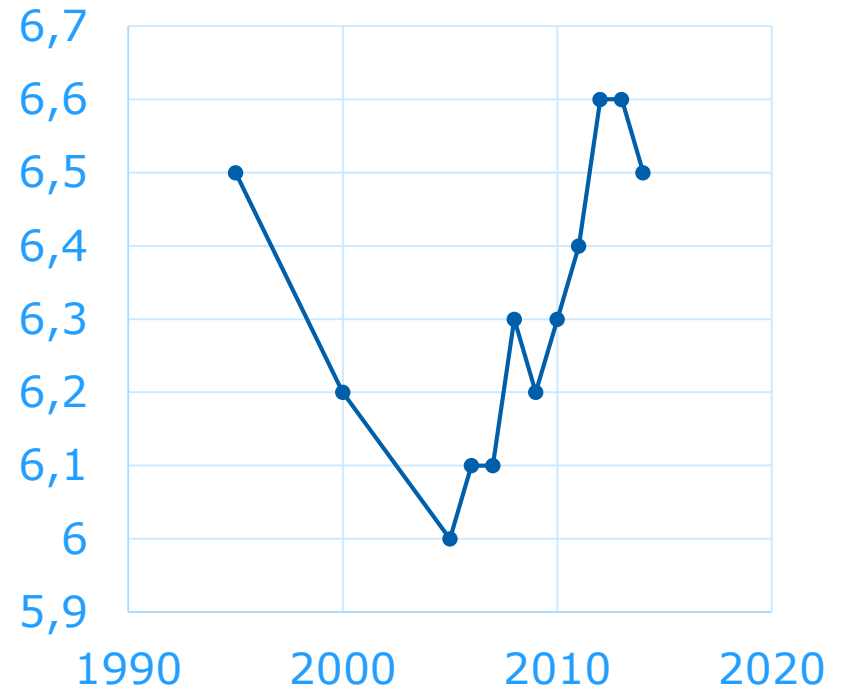
# And where do we stand?



## Rail freight modal share EU26

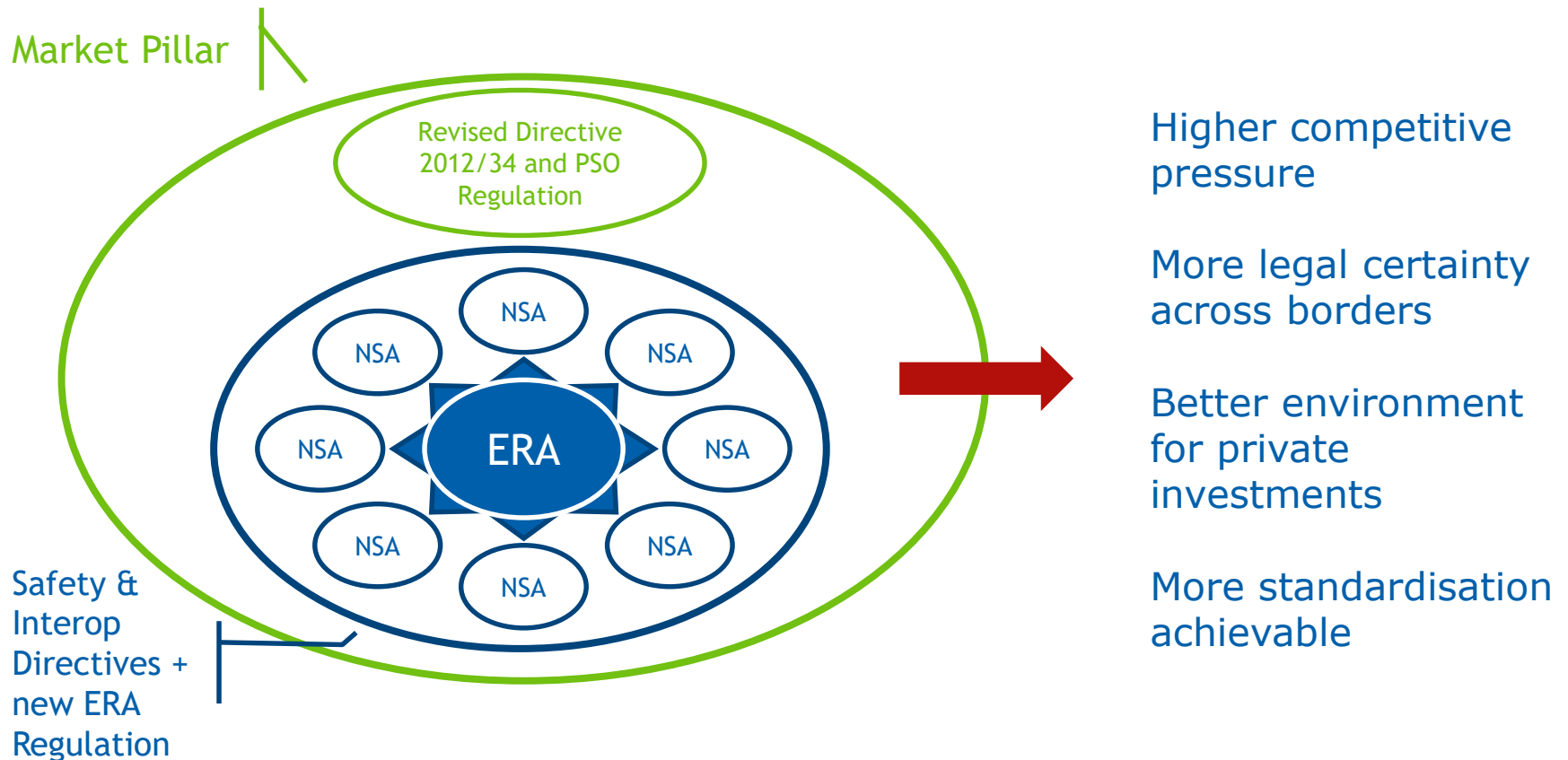


## Passenger Rail modal share EU26



**...what to do?**

# The 4<sup>th</sup> Railway Package: final step to the SERA (Single European Railway Area)



# The MFF

- The multiannual financial framework (MFF) lays down the **maximum annual amounts** which the EU may spend in different political fields over a period of at least 5 years
- The next MFF will run **as of 2021**, for a period that could be 5+5 years (so **10 years in total**, with a heavy revision clause after the first half). The Commission plans to propose it by **May 2018**
- CEF should continue to be the **cornerstone of the EU Investment Policy** in the transport sector also in the post-2020 period
- CEF funding should be available for **automation and digitalisation, rail rolling stock, urban nodes** located on the TEN-T Core Network
- **EFSI** should play a key role in fostering private investment in important long-term transport infrastructure projects. Unfortunately, the number of projects in the rail sector so far is relatively small

# Europe on the Move



- The revision of the **Eurovignette Directive** represents a major opportunity to redress the current differences between rail infra charging and road infra charging, addressing a major competitive disadvantage of the European rail sector
- The Commission issued a positive proposal, which **phases out time-based vignette**, gives MS more freedom for **external cost charging**, makes **tolling of all HDVs** (incl. coaches) mandatory where trucks are tolled, makes external cost charging mandatory where HDVs are tolled, allows **non-revenue neutral congestion charging**
- CER will mostly **defend the Commission proposal**, which can receive a better acceptance in the European Parliament than in the Council. Vote of the EP Plenary should take place in July 2018.



# Rail Passenger Rights

- The European Commission's proposal to recast Regulation 1371/2007 on Rail Passenger Rights aims at updating the current rules governing the **rights and obligations** of rail passengers in the EU.
- According to CER's initial analysis, several elements of concerns are included in the proposal, which could have a **significant financial impact** on railways.
- Some of the key elements of the proposal include the **new requirements** on information to passengers in the context of through-tickets, the removal of existing exemptions, new requirements on PRMs/disabled passengers, new provisions on re-routing, new provisions on delay compensation for passes and season tickets, as well as the introduction of a new right for RUs to seek redress from third parties.

- If it takes place, Brexit will have a **strong impact on land transport** and on those rail operations that takes place in the UK and cross-border on the French and Irish side
- CER is following the negotiations, which so far proceeded at a low pace. Transport matters haven't been touched so far, and the parties will have until September 2018 to negotiate them, together with everything else. There is **high risk of no deal** by the deadline, which is March 2019
- CER produced a **Statement on Brexit**, and will participate at the **EP hearing** on the 22 November
- The Statement focuses on rail main concerns: **market access, technical rules, mobility of staff, intermodal competition, customs and border crossings, EU research and innovation, and calls for a transitional arrangement** to be in place by March 2019 in order to avoid disruptions of the operations

# Combined Transport Directive



- The Commission is expected to publish a revision of the **Combined Transport Directive (CTD)** on 8 November. The rationale behind the revision is that the effectiveness of the CTD should be improved by simplification and modernisation of its measures, which date back to 1992.
- Possible elements of the upcoming Commission's proposal are expected to include a **revision of the existing definition of Combined Transport**, in order to clarify the way of proving eligibility, as well as to look into more effective support measures.
- The CTD is the only legislative tool which acknowledges the specificities of Combined Transport services via **regulatory advantages** and via the possibility of granting **fiscal incentives**

# European Accessibility Act



- The proposed European Accessibility Act (EAA) is a key priority for CER, as the rail sector is on a clear path since many years now to make **rail services increasingly accessible** for all users.
- In this context, CER stresses the importance of **avoiding double or conflicting EU provisions on the same topic**, which could adversely affect the ongoing plans and investments dedicated to improving the accessibility of railway services.
- Accessibility is already comprehensively covered in railways by the rail-specific legislation (so-called PRM TSI Regulation 1300/2014). The PRM TSI is also under revision

# Key elements of the sustainable rail development



***Stable regulation after  
The 4RP  
implementation***

# Thank You

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