

Step-by-step the EU is creating a Single European Railway Area



The EU is pushing for the liberalization of free competition, pursuing the standardization of technical access, specifying requirements for the design of capacity planning and allocation, providing for the establishment of supranational and central structures for capacity and operation and establishing a common European network with consistent standards

Recast 1st railroad package



 Initiative to create a European and nondiscriminatory railroad area 4th railway package



- Package of measures for the liberalization of SPV
- Financial transparency requirements for integrated rail companies

SGV Regulation (Regulation EU 913/ 2010) and revision



- Regulation on the creation of a European rail network for competitive CT
- Basis of rail freight corridors
- Establishment of "one-stop shops"

European Green Deal



- EU growth strategy
- Achieving climate neutrality by 2050
- Reduce transportrelated emissions by 90%
- Shift freight transport to the railways

Trans-European transport networks FEN-T REGULATION¹



- Binding infrastructure parameters for 2030/2040/2050
- Adoption of TEN-T revision in June 2024, including amendments to the SGV Regulation

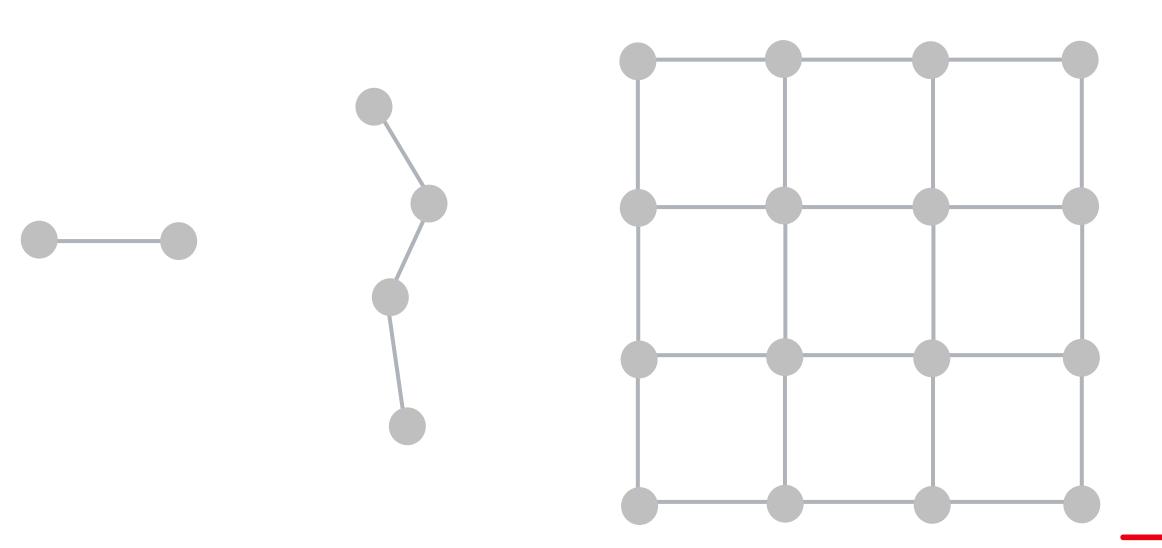
Draft regulation on capacity management and traffic management



- European Commission proposal to amend Directive 2012/34/EU and repeal Regulation EU 913/2010
- New, uniform requirements for the use of infrastructure capacity
- Objective: Better capacity management through a uniform legal regime

Different models of geographical cooperation





Genesis of cross-border cooperation of rail infrastructure managers in Europe



Rail Freight Corridors

Implementation

2013

Key elements

- · Along major freight axis
- Coordinated international freight capacity from C-OSS
- Monitoring punctuality
- Platform for RUs to address barriers to interoperability

Evaluation

- Improving ability of Ims and RUs to cooperate crossborder
- Perfect for long-distance and predictable freight traffic
- Some duplication with ETCs

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European Transport Corridors

2025

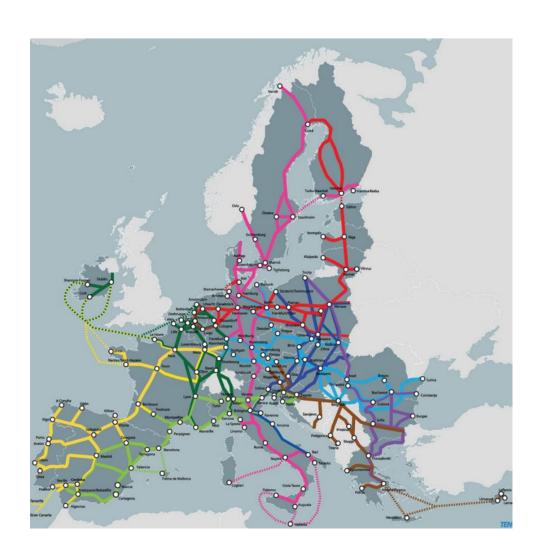
IN ADDITION to RFCs

- Political cloud of EU Coordinator
- Infrastructure development (Coordinators' Workplans)
- Targets for punctuality, dwell time and train lengths (by 2030)

Stronger market-oriented routing of RFCs sacrificed

Consolidation of 9 TEN-T and 11 Rail Freight Corridors into 9 European Transport Corridors (ETCs)

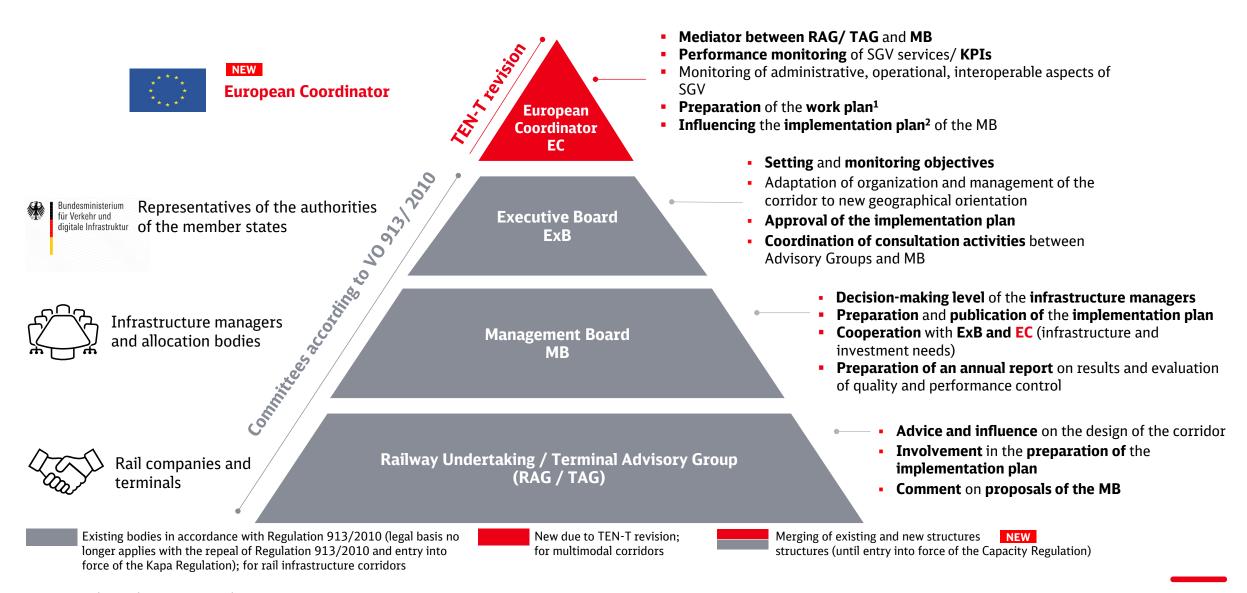




Former RFC rail freight corridors (SGV)	Former trans- European transport corridors	New European Transport Corridors (ETC)	Affected rail infrastructure Germany
Atlantic			Х
Mediterranean			
North Sea - Baltic			X
Scandinavian - Mediterranean			X
Baltic - Adriatic		Baltic Sea - Adriatic Sea	
North Sea - Mediterranean		North Sea - Rhine - Mediterranean	х
Rhine - Alpine			
Orient/East - Med		Dhine Danuha	V
Rhine - Danube		X	
Alpine - Western Balkans		Western Balkans - Eastern Mediterranean	,
Amber		Baltic Sea - Black Sea - Aegean Sea	

Hybrid governance of RFCs in ETCs





New in TEN-T revision: Operational targets for punctuality and dwell time of international rail freight transport on ETCs





TEN-V Revision

New in TEN-T revision for international SGV trains until **2030** (Article 19, Para. 1):

a) Dwell time (border standing time) in the border area of no more than 25 minutes per train on average

a) Arrival punctuality at 75% (<30 min delay)

The management bodies of the freight corridors should ensure that these targets are achieved ("shall make all possible efforts").

Relevance of border standstill times is increasingly into focus





RNE Border Performance Reports

Initiative at RNE to measure border standstill times and punctuality, map them in reports (Border Performance Reports) and make them transparent.



Quality Circle Operation (QCO)



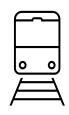
DB InfraGO was the first RU in Europe to include border standing time as a key performance indicator - **KPI 358 in the I.IB Performance Board**

Improvement of border standstill times, especially via the QCO program, initiative of DB InfraGO in cooperation with rail companies and neighboring RIUs to reduce standstill times at the borders and improve punctuality

Infrastructural requirement: Operability of 740 m trains



Article 19 (2) - Train path feasibility 740 m train paths¹



"Member States shall make every effort to ensure that by December 31, 2030, on the freight lines of the core network, by December 31, 2040, on the freight lines of the extended core network and by December 31, 2050, on the freight lines of the comprehensive network ... the following conditions apply:



- (a) on **double-track lines**, at least **two train paths per hour** and direction may be allocated to freight trains with a length of at least 740 m (...); and
- b) on **single-track lines**, at least **one train path** per direction may be allocated every two hours and for freight trains of at least 740 m in length."



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Capacity Regulation

2026-2031

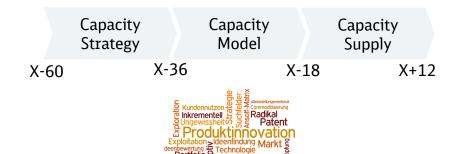
- Multilateral Europe-wide on TEN-T network
- Capacity Management (strategic planning, framework contracts, rolling planning, sociaeconomic factor for conflicts, compensation etc)
- Traffic Management (cross-border dispatching, international contingency management, etc)
- Performance Management
- Comprehensive covering all traffic segments and the whole of Europe
- Avoiding cannibilization of separate international and national capacity products
- Enough focus on internationally coordinated capacity?

Key points: EU Regulation on capacity and traffic management

- **a. Binding Europe-wide standards** for capacity and traffic management/incident/crisis and performance management
- b. Specification by IMs in "european frameworks" (EF)
- c. Establishment of **EU-wide coordination structures** for this purpose: PRIME->ENIM, RNE->Network Coordinator, which also operate the central IT system
- d. Introduction of **strategic capacity planning** based on the TTR sector project supplemented by **strategic guidance** from the ministries. This enables **binding timetable specifications**
- e. Introduction of **socio-economic** criteria for capacity conflicts
- **f. Product innovations** Timetable such as "rolling planning" (regular train paths can be ordered during the year), framework agreements and joint allocation of train paths and SEs
- **g. Traffic control, incident and crisis management** especially for international traffic use of ETMN and ICM sector concepts
- h. Performance review based on Europe-wide KPIs, EU Commission installs Performance Advisory Board for monitoring









International Contingency Management

