

Virtual EU TM Network ERA report

TELCO 30 Sep 2020

How EU perceives railways

EU railway status

- optimized to meet only domestic needs (patchwork effect)
- lack of integrated traffic and capacity management is detrimental to traffic predictability and an efficient use of this network.
- lack of international cooperation persists because public authorities, railway undertakings and infrastructure managers are primarily held to account for their performance in providing domestic services and to a lesser degree for international services
- lack of a truly Single European Rail Area
- lack of interoperability between the different networks
- lack of coordination of operations, at the borders or in terms of rail capacity and traffic management.

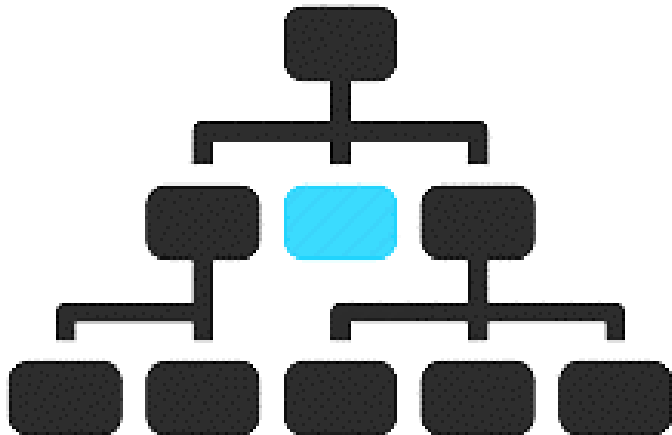


What EU railways need

- European mindset for rail **passenger and freight services**
 - Based on
 - supportive **regulatory framework**
 - right **incentives to operators for offering cross-border passenger rail services**
- to offer the **capacity needed for the anticipated modal shift from road and air and an effective and fair cost-recovery system for the track access**
- **EU-wide control authority to allocate tracks to operators**
- **facilitate cross-border path allocation to find alternative routes in times of need**
- **increase efficiency and decrease costs of rail freight**
- **clean-up national rules which often create obstacles (define minimal rules for the TCC cooperation)**
- **further development of the Rail Freight Corridors**



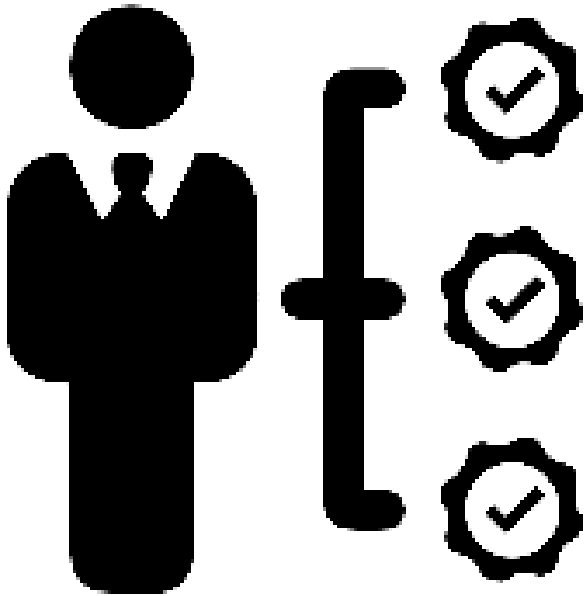
Coordinating body – Virtual EU TM Network



The new body could consist of

- a mixed representation of high-level Member States representatives
- EU representatives (general policy, budget and programme),
- management board consisting of
 - infrastructure managers
 - capacity allocation bodies
- an Agency in charge of executing

Role of Coordinating body



The role of this Agency could

- be to ensuring a rail traffic supervision and monitoring at European level
- Ease national traffic management centres to work together in a defined standard approach for a smooth transfer of international trains from one part of the network to the other
- assume the role of coordinating and planning role between parties to ensure, among other things, better connections between train paths and services