



# Rail is a system which needs good framework conditions

Single European Rail Area Unit  
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## Rail freight in Europe

- Share of total inland freight transport: **17.8% in 2013** (19.7% in 2000), relatively constant in the recent years
  - Strong European dimension: **more than 50% of European rail freight is cross-border**
  - Objectives of the White Paper on Transport:
    - Greater use of more energy-efficient modes: **30% of road freight over 300 km should shift to more efficient modes by 2030, and more than 50% by 2050**
    - Reduction of CO2 emissions from the transport sector of **60% by 2050**
- Far larger volumes of freight have to be carried by rail!!

## Commission initiatives for rail freight in Europe (I)

- 4<sup>th</sup> Railway Package and simplification of procedures (safety certifications, rolling stock authorizations); cleaning of national rules
  - reducing costs and time-to-market
- Development of cross-border Rail Freight Corridors
  - for coordinated capacity and traffic management and harmonised rules across borders
- Development of interoperability/ERTMS deployment
  - removing technical barriers to international rail transport
- Digitalisation and TAF-TSI

## Commission initiatives for rail freight in Europe (II)

- **TEN-T minimum infrastructure requirements** (e.g. 740m long trains) and **financial support through CEF and Cohesion policy**
  - Modernising and developing the European railway system
- **Research & Innovation for rail:** proposal of a strong freight pillar in the framework of Shift2Rail
  - supporting the rail sector in meeting the market demand of tomorrow
- **Last-mile issues:** two ongoing specific studies on last-mile infrastructure

## European Rail Freight Corridors

- The RFCs are the key element of the EC rail freight strategy: a strong and ambitious development of the RFCs is crucial to strengthen the role of rail as a transport mode

### Positive developments:

- Enhanced cooperation (Ministries' level and Sector's level)
- Growing offer and use of dedicated capacity for international freight trains
- Setting up of Working Groups addressing specific issues raised by customers
- Increased co-operation between the different RFCs

### Potential for improvement/development:

- Better involvement of terminals & better involvement of customers
- Reinforced coordination of works, coordination of traffic management, quality & performance monitoring
- Improved capacity offer
- Closer co-operation between different RFCs: creation of a true RFC network
- Development of the Europe-Asia axis: strengthening of cooperation with OSJD Rail Corridors

## Next Steps

- Enforcement of EU legislation and implementation of the 4<sup>th</sup> package, notably its technical pillar
- Continued dialogue with and support to stakeholders and national authorities (through the RISC and SERAC, PRIME, RU Dialogue, ENRRB, SERAC WG on RFCs, etc.)
- Rail Freight:
  - Concrete follow-up of Ministerial Declaration and Sector Statement
  - Evaluation of Regulation 913/2010 and public consultation (until 21 August)
  - Continued support to the Rail Freight Corridors



Thank you for your attention!

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