

The Danube Region Transport Days 2012

Views from regional organisations

*Better efficiency of railway
sector as a result of closer
cooperation of Railway
infrastructure managers*



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**Ljubljana
Slovenia
19 November 2012**

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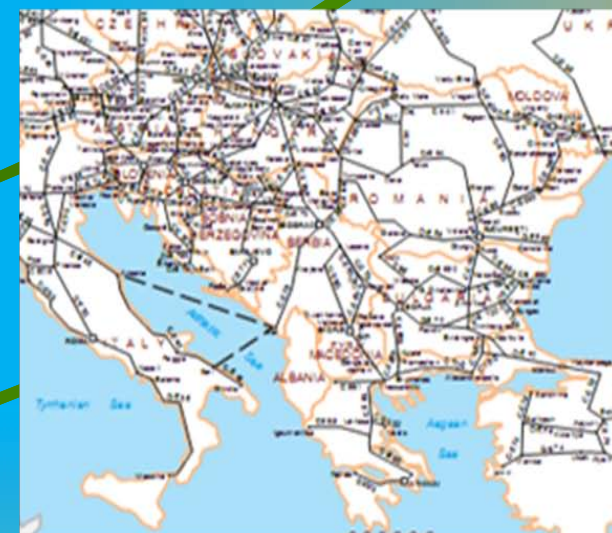
*Better efficiency of railway sector as a result of closer
cooperation of Railway infrastructure managers*

*Commonly recognised need for, to European standards developed
transport infrastructure as a precondition for efficient transport system
for the benefit of inhabitants and economy is indicated already in the UN
ECE agreements, which are reflected in the region as follows.*

*Firstly the crucial
standards on road and rail
transport infrastructure
were agreed upon by the
European Governments
and even parliaments on
important and commonly
agreed lines.*



AGR regional network 1975



AGC regional network 1985

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*After realising the importance of coordinated development of all
transport modes the standards on combined and inland waterways
transport were identified*



AGTC regional network 1991



AGN regional network 1996

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*Besides others Eastern European countries also the majority of the
countries of the Danube region has realised that the above standards are a
long term goal while intermediate standards on road and rail infrastructure
were elaborated and
agreed upon within
the regional
cooperation named
Trans European
Motorway and Trans
European Rail Project
under the framework
of UN ECE.*



TEM regional network



TER regional network

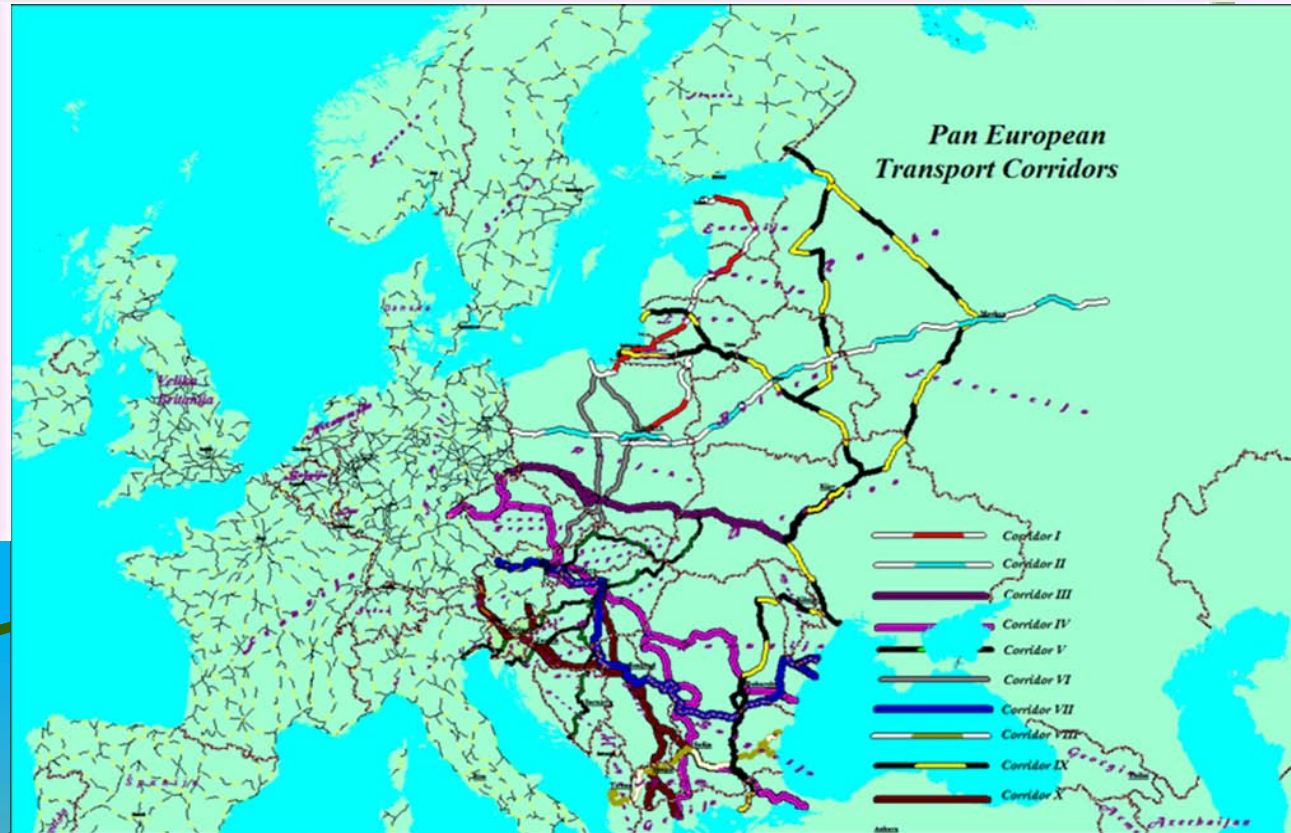
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*During the twenties the process of identifying the Pan European
Transport Corridors took place in which besides the national authorities
the ECMT, UN ECE and
the EC were involved that
lead to an agreement
reached on 1997 in
Helsinki about the nine
Pan-European Corridors
the Danube being
numbered VII among them*



AGN regional network 1996

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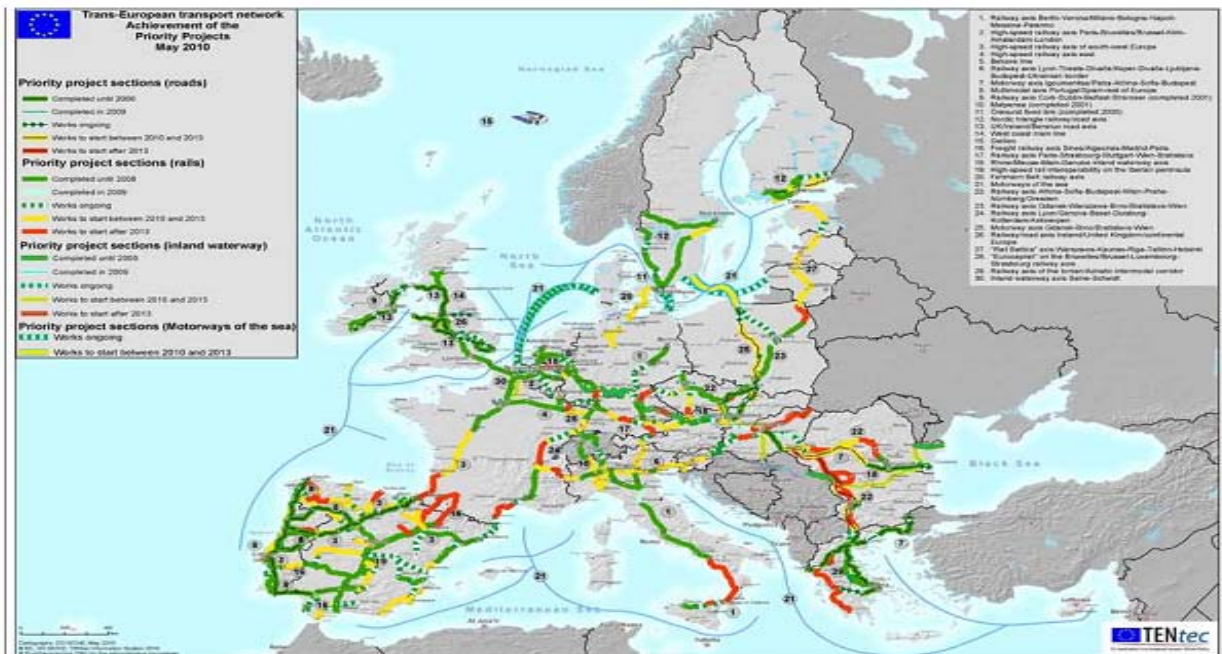
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That process in some countries continued with TINA and inclusion of a bit extended above infrastructure to the TEN-T by joining of the ten countries to the EU in May 2004. At the same time the Priority projects on TEN-T were identified with the definition of the financial instruments of the EU for the co-financing of them namely the TEN-T found and cohesion funds where appropriate.



Section E - General and Thematic maps

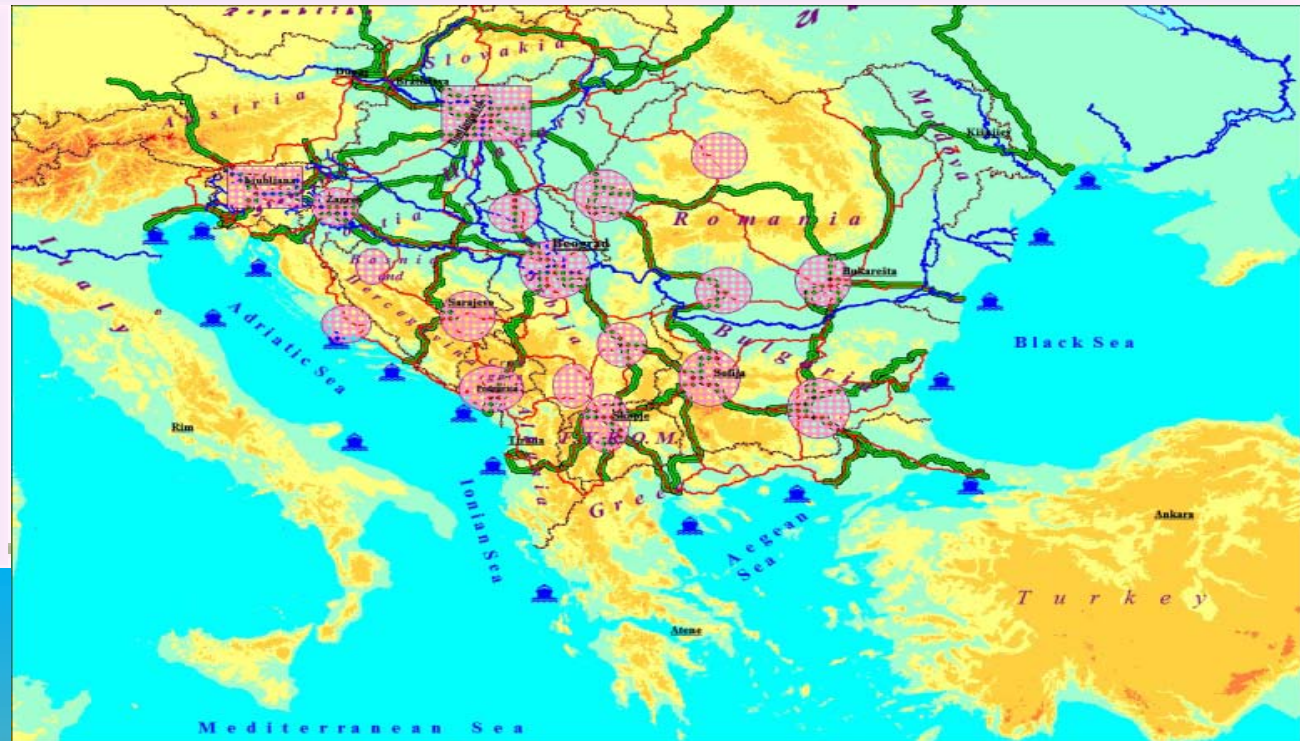
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From that time also this map has been elaborated by which the sustainable transport system based on Pan-European corridors, TINA network, Priority projects of the TEN-T together with the Motorways of the sea in eastern Mediterranean and considering also the largest population and industrial centres of the region, would possible be identified.



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Throughout all these activities the rail infrastructure was meant to be the most important for achieving an sustainable transport system on the European scale. Additionally to the rail infrastructure also the process of rehabilitation of the national railway system was launched in nineties. Everything mentioned steered to the famous say „Twenty first century is the century of railways“ by whispering behind „if they will survive twentieth century“



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cooperation of Railway infrastructure managers*

*Following all these initiatives we are faced with the following facts and
figures*

Road transport growth



Rail transport growth



Source – Statistical pocketbook 2011 – DG MOVE

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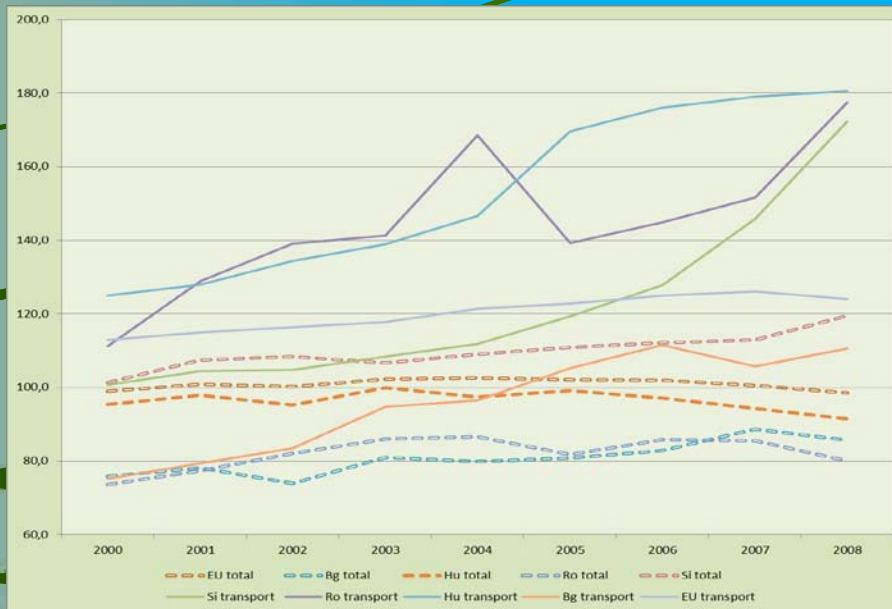
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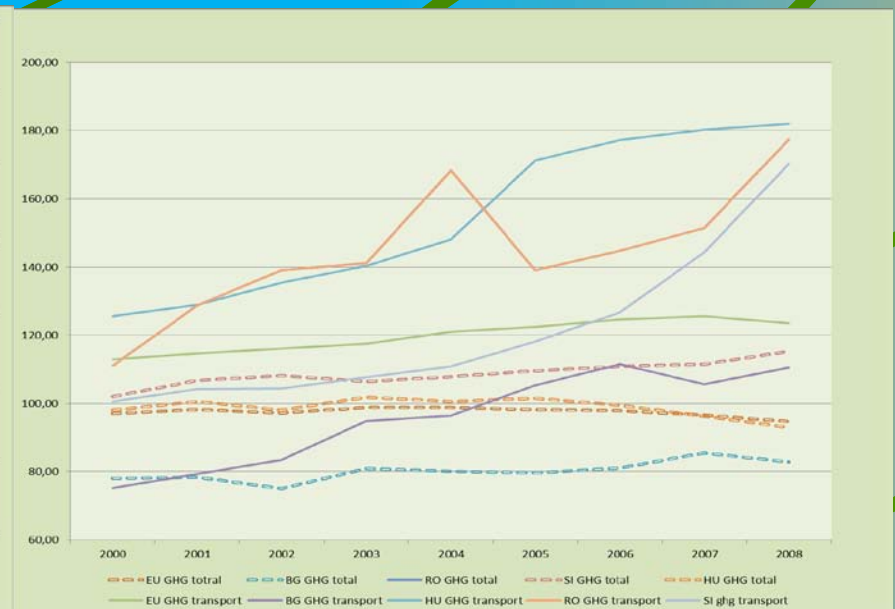
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Consequently are the following impact to the CO₂ and GHG emissions

CO₂ emissions



GHG emissions



Source – Statistical pocketbook 2011 – DG MOVE

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*Some figures on
energy and pollution
in transport sector
compared with total
consumption or
pollution*

Figures on energy consumption, CO2 and GHG emissions and import dependency

Mtoe	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2008/1995
Final Energy Consumption total	1.073,39	1.117,23	1.142,97	1.128,87	1.165,85	1.181,20	1.182,40	1.186,12	1.164,83	1.168,63	
Index	102,21	100,35	102,30	98,77	103,28	101,32	100,10	100,31	98,20	100,33	109,45
Final Energy Consumption Transport	301,88	341,00	344,20	347,64	352,46	362,13	364,71	372,19	376,83	374,27	
Index	101,33	100,60	100,94	101,00	101,39	102,74	100,71	102,05	101,25	99,32	133,00
CO ₂ Emissions (Mt) (**)	4.345,60	4.355,76	4.439,22	4.414,01	4.509,37	4.533,31	4.528,35	4.541,26	4.488,65	4.396,04	
Index	101,29	100,79	101,92	99,43	102,16	100,53	99,89	100,29	98,84	97,94	96,09
CO ₂ Emissions (Mt) transport	1.014,19	1.145,31	1.165,02	1.179,99	1.194,90	1.230,53	1.244,94	1.267,65	1.278,61	1.257,94	
Index	102,03	101,12	101,72	101,28	101,26	102,98	101,17	101,82	100,87	98,38	133,67
ghg emissions Transport (miot)	1.029,21	1.161,34	1.180,52	1.195,19	1.209,91	1.245,46	1.259,31	1.282,02	1.292,66	1.271,39	
Index	102,09	101,07	101,65	101,24	101,23	102,94	101,11	101,80	100,83	98,35	133,30
ghg emissions total (miot)	5.214,69	5.062,30	5.116,97	5.071,82	5.148,74	5.148,45	5.116,74	5.099,81	5.038,77	4.939,74	
Index	101,08	100,04	101,08	99,12	101,52	99,99	99,38	99,67	98,80	98,03	88,73
Energy intensity (toe/M€'00)	208,80	187,37	187,83	185,14	187,26	184,95	181,45	176,02	169,45	167,21	
Index	99,76	97,02	100,25	98,57	101,14	98,76	98,11	97,01	96,27	98,68	71,90
CO ₂ intensity (tCO ₂ /toe)	2,61	2,53	2,52	2,51	2,50	2,48	2,48	2,49	2,48	2,44	
Index	98,81	99,99	99,69	99,63	99,68	99,34	99,86	100,26	99,82	98,40	88,73
Import dependency, %	43,45	46,79	47,50	47,60	48,96	50,26	52,59	53,80	53,12	54,78	
Index	101,00	103,59	101,50	100,22	102,87	102,65	104,64	102,29	98,74	103,13	122,94

Source – Statistical pocketbook 2011 – DG MOVE

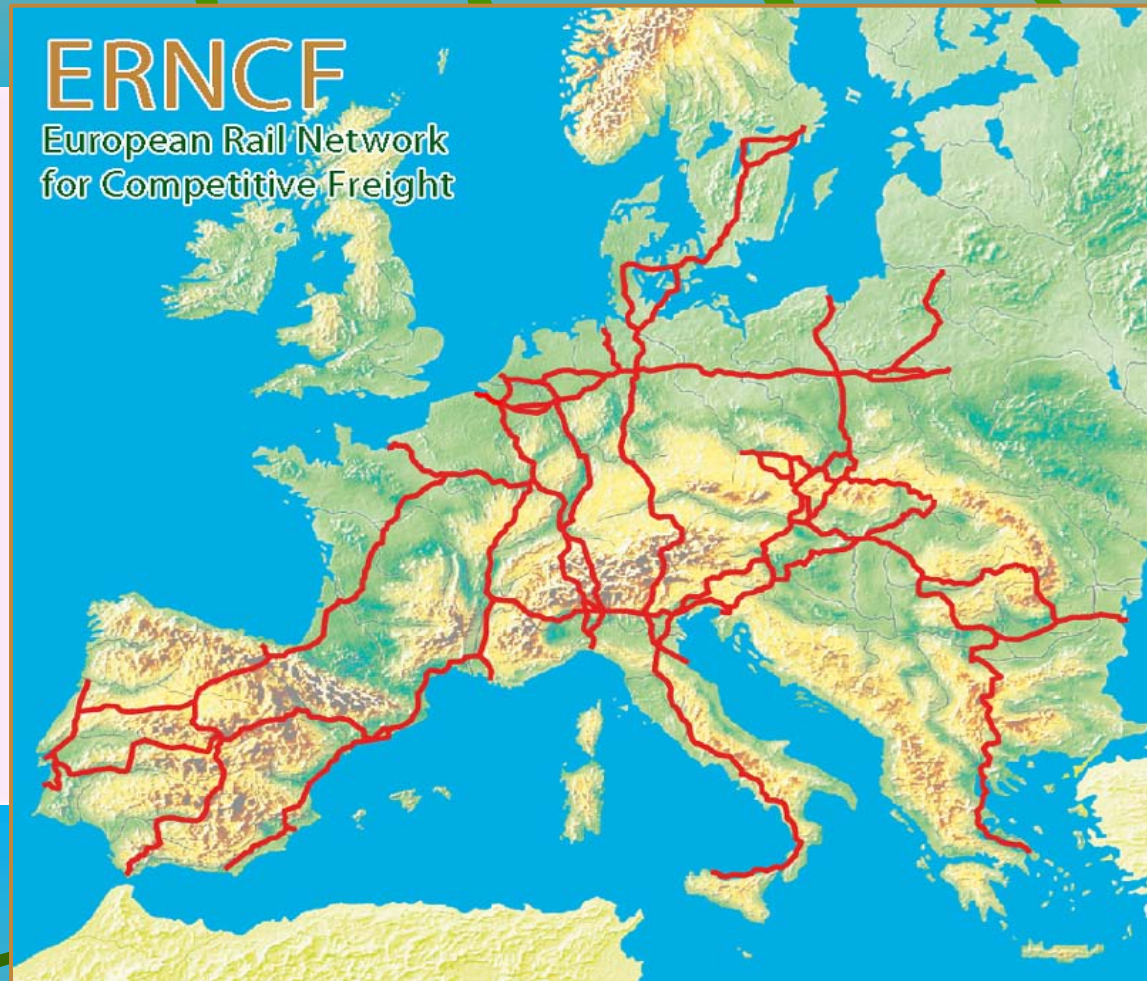
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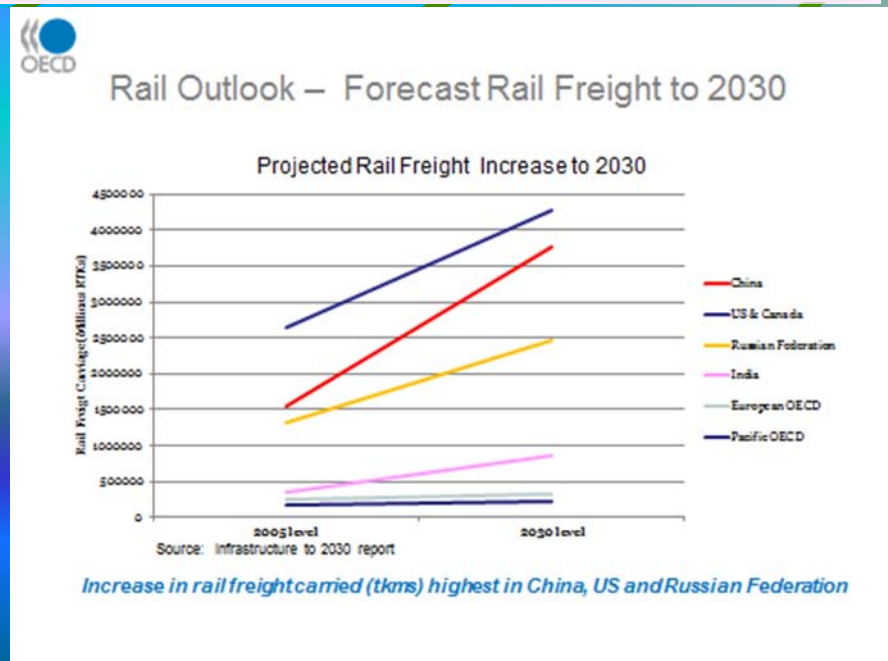
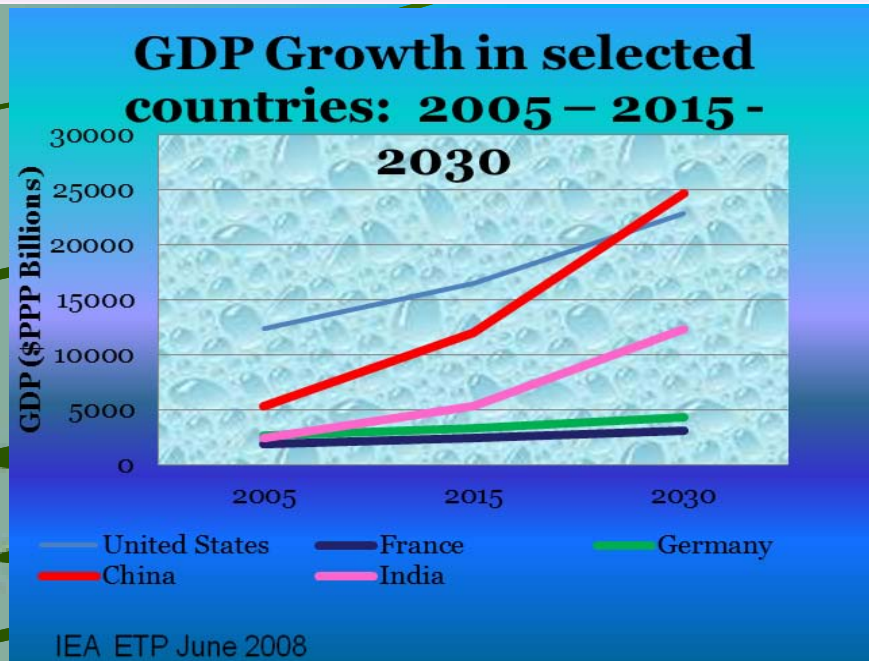
*Nowadays we are faced
with the Regulation on
Rail network for freight
competitiveness with
identified nine initial
corridors and with the
TEN-T guidelines and
core as well as
comprehensive network.*



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Would that enable us to face the following global trends as being indicated just before the crises and would most probably with some delays influence European transport sector.



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*The foreseen
development of the
transport infrastructure
in Asian countries and
movement of industry in
these countries to the
continental site would
have significant
consequences also on
the transport in Danube
region.*



International Rail Transport Corridors between China and Europe via Russia



Source: Russian Railways, November 2009

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***Better efficiency of railway sector as a result of closer
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***How RNE is
supporting the Rail
Infrastructure
Managers and
Allocation Bodies
of Europe in
desired higher
efficiency of rail
sector.***

RailNetEurope (RNE) Who we are



RNE Members Network

29 August 2012

RailNetEurope

- was established in 2004
- currently has 37 members
- is an umbrella organisation of Infrastructure Managers (IMs)/Allocation Bodies (ABs)
- enhances international rail traffic
- delivers solutions and tools for international infrastructure management
- provides information on the European railway infrastructure



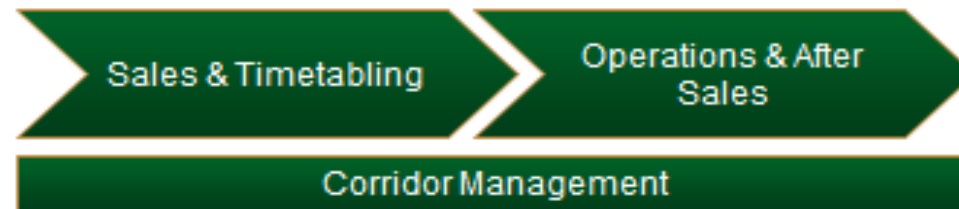
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**RailNetEurope (RNE)
Business**

The core business of RNE is to provide support to European Rail Infrastructure Managers with the planning, selling and managing of international train paths.

- RNE is following a market-oriented approach.
- RNE is designing the entire rail infrastructure production process.



In the end of 2010 RNE has additionally received the mandate to become the service provider of choice and expert support provider for corridor organisations.

2012



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RailNetEurope (RNE) *Own Experiences – RNE Corridor Management*

11 RNE Corridors were set up to push the implementation of RNE processes and tools.



RNE Corridors 1 - 11

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RNE Corridor Management ...

- increases international path ordering
- jointly shapes corridor infrastructure capacity
- gives a reliable forecast on available corridor infrastructure
- measures and improves train punctuality along international corridors
- leads to more efficient international rail transport

provided a test-ground for the processes required by the new RFC regulation



RailNetEurope (RNE)
RNE Corridors involving SEETAC Members

C07



C08



C07



C10



C11



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Freight Regulation 913/2010
Work Packages

- RNE set up Work Packages based on the Freight Regulation's requirements



3 RNE Business areas affected:

Sales & Timetabling

Operations & After Sales

Network Statement

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Freight Regulation 913/2010
Work Packages/IT-Tools

Roll-out of PCS
Benefits for IMs/ABs

Path Coordination System (PCS formerly PATHFINDER)



- Web application for communication/co-ordination of international path requests and path offers
- PCS will be needed to cover the required workflow of the Corridor OSS
- Free of charge, multilingual
- Jointly developed by RUs and IMs within Forum Train Europe (FTE), handed over to RNE in 2004
- Co-financed by EU since 2008



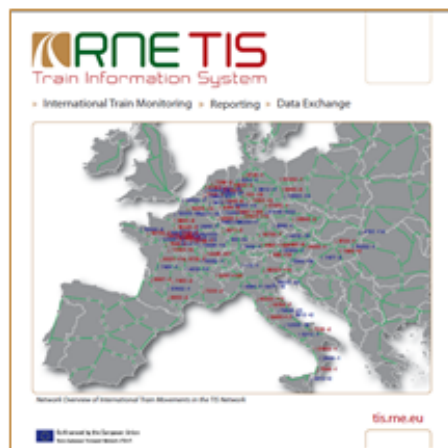
IMs/RUs using PCS

- PCS provides a **multi-country approach** for the involved stakeholders .
- It supports
 - Applicants to coordinate their international path requests
 - IMs/ABs to coordinate their path offers
 - IMs/ABs and applicants to comply with the new EU Regulation for a Competitive Freight Network
 - pre-arranged paths (2013)
 - allocation function (2013)
 - path register function (2013)

Freight Regulation 913/2010
Work Packages/IT-Tools

Roll-out of TIS
Benefits for IMs/ABs

Train Information System (TIS)



For international trains TIS provides:

- Real time traffic information
 - Real-time traffic data for each train
 - Graphical interface
- Reporting
 - Pre-defined reports
 - Customisable reports
 - Information source of other projects
- Data exchange
 - Raw data exchange
 - Filtering function
 - TAF TIS pilot for the common interface



IMs/RUs currently participating in TIS (IMs from Croatia, Poland, Denmark and Sweden are about to join within the near future)

- TIS provides a **multi-country approach** for the involved stakeholders .
It supports
 - IMs in the **traffic management**
 - RUs in their **own productions system**
 - other projects such as Train Performance Management and European Performance Regime
- TIS can be used as an information source for
 - IMs and RUs in the **identification of problems and of corrective actions**
 - Information source for other stakeholders (i.e. CIT for refunding of passenger tickets)

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Freight Regulation 913/2010
Work Packages/IT-Tools

Roll-out of CIS
Benefits for IMs/ABs

Charging Information System (CIS)



CIS provides:

- Immediate Price estimation for the use of international train paths
 - Quick calculation of track access charges and distance
 - Corridor-based approach as well as "free" routing possible
- Calculation of shunting and service charges as well as station fees
- Possibility to restrict route and recalculate (by changing the parameters) on each IM network
- Network data of 21 European IMs



IMs/RUs participating in CIS

- CIS is able to provide a **multi-country approach** for the involved stakeholders .

CIS can

- **estimate charges** for train paths, station fees and shunting fees
- **provide a Corridor based approach** – calculates the price for particular route

As all European wide sectors associations also the RNE is focused on the general, European framework except when per corridors the focus is narrower, more oriented to particular groups of members and their specifics.

We are proud to report on financial support from the EU funds for the development and deployment of the before presented IT tools.

However we and of course our members are faced with the EU policy on availability of financial instruments which seems to be strictly dedicated and separated between the EU members and non-members countries. And that is what does not present the impetus to better functioning of the complex rail sector, where the compatibility of the at least IT technology is a crucial element of higher efficiency of rail sector with minimum investments.

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Identification of rail corridors for freight competitiveness are already by regulation foreseen also in connection with third countries. Even the TEN-T guidelines are speaking about the cooperation with third countries. It is a high time, particularly from the view of sustainability (what is a major focus of complex European policy) that the combination of financial instruments would be enabled for example to co-financing the deployment of IT tools developed to be an European wide tool, also in countries as non-EU countries within the Danube region.

**Believing that at least the Danube Strategy would focus on such
obstacles to better regional cooperation of stakeholders in
Transport sector delivering feasible solutions that might help to
higher consistency of the infrastructure (particular rail ones)
development to the presented one, I would**

Thank you for your attention

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