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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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.
After realising the importance of coordinated development of all transports modes the standards on combined and inland waterways transport were identified.
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.
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.
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 founds where appropriate.
Better efficiency of railway sector as a result of closer cooperation of Railway infrastructure managers 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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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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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

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<th>Figures on energy consumption, CO2 and GHG emissions and import dependency</th>
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<td>gbg emissions total (mto)</td>
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<td>Import dependency, %</td>
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Source – Statistical pocketbook 2011 – DG MOVE
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.
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.
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.

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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

- 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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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.
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Freight Regulation 913/2010

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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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

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)
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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

TIS provides a multi-country approach for the involved stakeholders. It supports
- IMs in the traffic management
- RUs in their own production systems
- 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 passenger tickets)

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

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

IMs/RUs participating in CIS

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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 founds 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 are 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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