



Ministerie van Infrastructuur
en Waterstaat

European Green Deal, implications state aid railway sector

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EU Green Deal and rail freight

Facilitate modal shift to rail freight and barge

Growth of (international) rail freight is hindered / slowed down by:

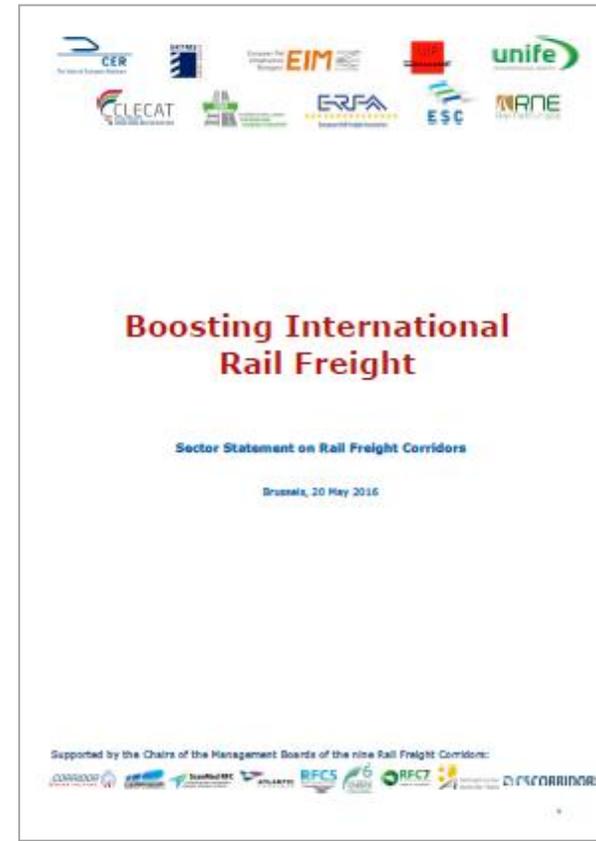
- Historic nationally organised networks, hence interoperability issues;
- Lack of infrastructure capacity and reliability

Common work to improve framework conditions:

- Rotterdam 2016 / Vienna 2018 / Berlin 2020 declarations
- Sector statement group . Reports 2016 / 2018 / 2020



Rotterdam declarations 2016: Political and business statement hand in hand





EU railway freight sector priorities should include..

Specific objectives railway policy / state aid rules must include priorities for:

- Improving capacity and intermodality of the railway system.
 - 740m / P400 / ERTMS / bottlenecks/ hubs / allocation rules / etc
- Improving interoperability of the railway system.
 - ETCS OBU / Noise / Issue Log Book / DAC / Legal interoperability (intra/ beyond EU);
- Improving quality of the railway system;
 - TTR, ICM, Digitalisation, ETA , CDM;

General objectives:

- Foster competitive framework by open access for rail freight
- Support innovation;
- Fair pricing between transport modes



Existing operational state aid measures supporting rail freight in place

- Reduction of track access charging because of lack of intermodal pricing for external costs;
- Regulation (EU) 2020/ 1429. COVID-19 crisis measures
- Other.



Priority topic operational aid : state aid ETCS OBU

- State aid rules 2008 limit aid to 50%(unless notified) for ETCS OBU retrofit / upgrade including national STM requirements for long migration periods;
- Trend towards ERTMS only deployment in parts of European rail network making it compulsory to retrofit / upgrade to ETCS OBU;
- Substantial costs for Railway freight undertakings
- Benefits are mostly external to the freight RU's: infrastructure capacity, reliability of services, railway safety, interoperability;
- Benefits can largely not be internalised by freight RU's;
- High costs, low benefits for freight RU's lead to serious risks for ERTMS deployment in Europe.
- **CONCLUSION: Allowing > 50% state aid for ETCS OBU will substantially increase external network benefits, whilst not distorting competition.**



General considerations Operational state aid measures supporting rail freight

- General: foster measures from specific objectives from Capacity / Interoperability / Quality too improve rail freight rather than subsidizing transport operations

- Specific ideas:
 - a. Capacity: support for integrated operational planning infrastructure (IM) / operations (RU) at corridor level, e.g. 740m.
 - b. Interoperability is much more than establishing TSI's. Impact is in smart migration paths and overcoming barriers / ILB

 - c. Interoperability , ETCS OBU plus NOI. 50% state aid (unless notified) may be too limited given the obligations to retrofit and the far wider benefits

 - d. Digitalisation,
Standards, innovation, dissemination, compulsory data sharing



Support rail freight for delivering the EU Green Deal



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