



20<sup>th</sup> Florence Rail Forum  
**The Governance of Rail Freight Corridors**  
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*Evaluation of Rail Freight Corridors:  
is the Regulation still fit for purpose?*



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# Regulation (EU) No 913/2010

## THE REGULATION

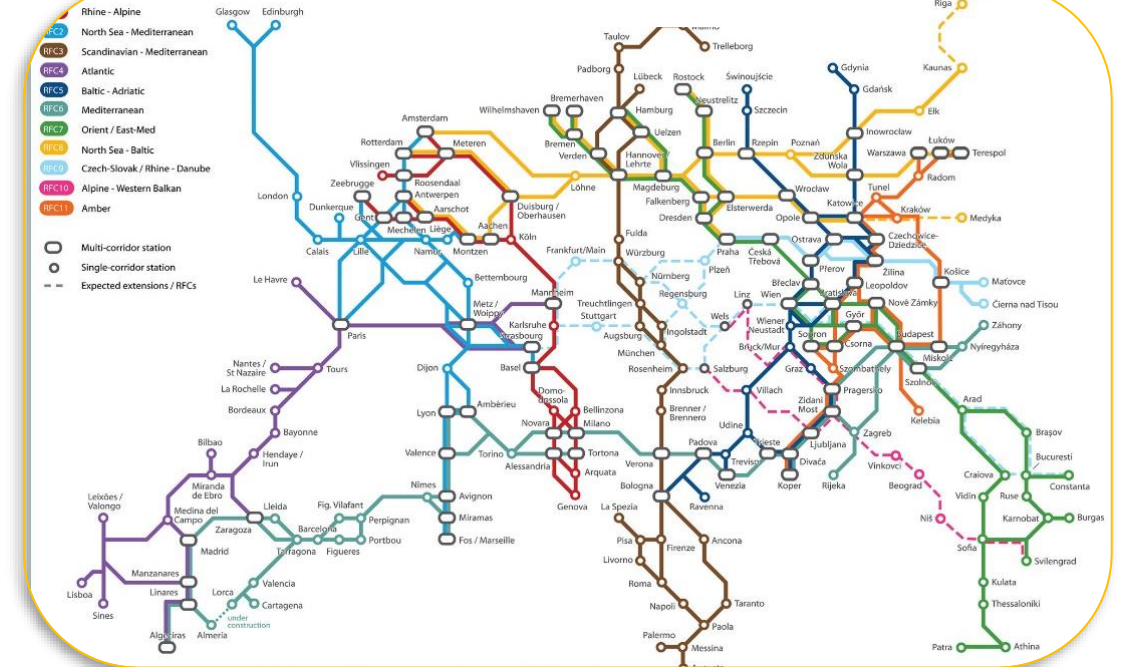
### Purpose

Establishing and organising international rail corridors to make rail freight more competitive *vis-à-vis* other modes of transport.

### Objectives:

1. Improve coordination: IMs, MS, RUs, terminals, RBs
2. Coordinate investment planning
3. Guarantee capacity for international rail freight
4. Facilitate use of infrastructure
5. Improve operational conditions
6. Improve intermodality

## 11 CORRIDORS



## MAIN TOOLS



### One-stop-shops

To respond to requests of international capacity



### Pre-arranged paths & reserve capacity

To reserve capacity for the exclusive use of rail freight operators

# The evaluation process

- 2019: Start (roadmap)
- 2019-20: Consultations and study
- End 2020/early 2021: publication
- 2021-22: Follow-up: impact assessment

## Evaluation

Part of the EU policy cycle

Aims to evaluate if the regulation still fit for its purpose on the basis of 5 criteria:

- Relevance
- Effectiveness
- Efficiency
- Coherence
- EU added value

## EU POLICY CYCLE



# Relevance

## *Global policy challenges: increasing urgency to act*



### EUROPEAN GREEN DEAL

- 90% reduction in transport emissions until 2050
- Significant shift of EU land transport from road to rail and inland waterways
- More concrete goals in upcoming „strategy for sustainable and smart mobility“



### COVID-19

Confirmation of key importance of infrastructure capacity for performance of rail freight:

- Rail freight punctuality immediately thrived due to more capacity available
- Benchmark for improvements in normal situation

# Effectiveness (1)

*Improved dialogue and cooperation but so far limited operational benefits*

## 1 Improve cooperation

- More dialogue and cooperation ('culture change')
- Collective decision-making did not overcome national approaches
- Insufficient involvement of end customers

## 2 Coordinate investments

- Limitations for freight remain: capacity, P400, long trains, ERTMS
- Investment plans: compilation instead of coordination
- Need to strengthen synergies with TEN-T

## 3 Guarantee capacity

- Limited improvements of quantity and quality
- Potential of tools has not been used
- Lack of flexibility and responsiveness
- Difficulty to manage freight capacity in separate process on mixed-used lines

# Effectiveness (2)

*Improved dialogue and cooperation but so far limited operational benefits*

## 4 Facilitate use

Limited overall effect

- Incomplete coverage of processes
- Lacking performance of supra-national IT tools

National level remains crucial, corridor introduces “additional layer”

## 5 Improve operational conditions

- Limited implementation on traffic management
- First improvements to contingency management
- Crucial but beyond scope: operational interoperability

## 6 Strengthen intermodality

- No specific measures required
- Implementation: limited to pilot projects
- Incomplete involvement of entire logistics chain
- Aviation: significant benefits of ‘collaborative decision making’

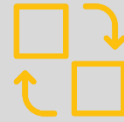
# Efficiency, coherence, EU added value



## EFFICIENCY

Costs not excessive (EUR 55 million), major share paid by Union budget (EUR 35 million)

Efficiency potential of network approach (complementing corridors) partially realized in practice but not supported by Regulation



## COHERENCE

EU policy objectives:  
fully coherent

Interrelation with other legal acts:  
room for improvement

- TEN-T Guidelines
- Directive 2012/34/EU
- Technical rail legislation
- Combined transport



## EU ADDED VALUE

Contribution over and above action  
at national level

Absence of network level in  
Regulation: voluntary action by  
stakeholder only partially sufficient

# Thank you!



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Slide 2 source: *RailNetEurope RNE*

