Towards a European Single Rail Area
Harmonization and unification of rail transport law and standards in the European Union

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Creating a single European rail area

Challenges

- Fully integrated State railways, National monopolies
- National technical rules and standards
- Stagnating modal share
- Lack of market orientation
- Increasing costs and indebtedness
- Outdated technologies

Objectives

- High quality, customer oriented transport services
- Economic and technical level playing field
- Cost efficient operations, lower need for public funding
- Market driven innovation

Policy actions

Competitive, attractive railways
A common set of economic principles

- **Independence** of infrastructure managers from railway undertakings
- **Transparency** of financial flows / accounting separation
- **Financing** of infrastructure managers activities
- Non-discriminatory and affordable track **access charges**
- Non-discriminatory and transparent **capacity allocation** process
- Non-discriminatory access to **service facilities**
- **Licensing** of railway undertakings (process, requirements, validity)
- **Independent Regulatory Body** at national level
- **Competitive tendering** of public service contracts
A comprehensive regulatory framework at EU level

MARKET PILLAR
- Market access, corporate governance
- Public service contracts
- European competitive network of rail freight corridors

TECHNICAL PILLAR
- Interoperability of the rail system
- Railway safety
- Train driver licensing
- European Union Agency for Railways (ERA)

Dangerous goods, Passenger rights, Social field - working time / hours, Trans-European Network & Connecting Facility
Framework activities at EU level

- Committees for adoption of implementing measures (SERAC, RISC)
- Stakeholder platforms and expert groups (ENRRB, PRIME, GERM, RUD)
- Industrial research and innovation program (S2R)
- Rail Market Monitoring Survey (RMMS report)
- Harmonisation + management of safety & interoperability standards (European Union Agency for Railways ‘ERA’)
A legally binding framework enforceable at EU level
A step-by-step process (e.g. market pillar)

- **Fourth railway package (2016)**
  - Recast of first package (2012)
- **Third railway package (2007)**
  - Domestic passenger services (competitive award for public service contracts) - 2023
  - Domestic passenger services (open access) - 2020
  - International passenger services - 2010
- **Second railway package (2004)**
  - Domestic freight services - 2007
  - International freight on entire network - 2006
- **First railway package (2001)**
  - International freight transport on TEN-T freight network - 2003
- **First rail market legislation (1991)**
  - International combined transport of goods & international groupings - 1993

- **First railway package (2001)**
  - Recast of first package (2012)
Role and contribution of the single European rail area to the broader process of harmonisation of rail transport law

- OSJD
- OTIF
- UNECE

- Single European Rail Area (SERA)
- Western Balkans (Transport Community Treaty)
- Potential candidate and candidate countries for EU membership (i.a. Turkey)
- Eastern Partnership (Armenia, Azerbaijan, Belarus, Georgia, Moldova and Ukraine)
Illustrative case: Alpine-Western Balkans RFC (n°10)
Ways for improving the harmonisation and quality of international railway law

- Shared understanding of fundamental administrative and economic principles > regulatory convergence, structural reforms
- Step-by-step approach > prioritization, consensus building
- Integrated approach > transport policy strategy
- Co-operation with relevant international organizations and industry associations > synergies, complementarity
Thank you for your attention!