
High-speed rail and European transport policy

Vysokorychlostní železniční doprava ve světě a v ČR
Praha, 14 November 2007

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Network and Service developments

The legal framework

Conclusions

CER – Community of European Railway and Infrastructure Companies

- 66 railways and infrastructure companies
- from entire European area (including Baltic Area, Switzerland, Norway, EU accession states and aspirant EU members)



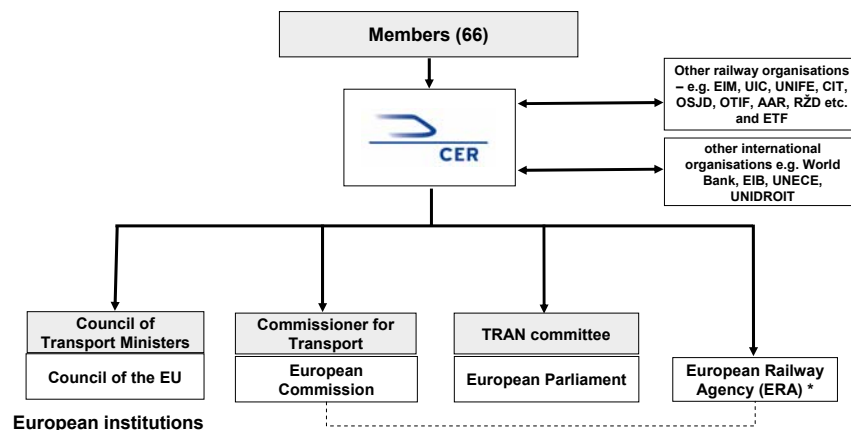
Private / State owned • Integrated / Separated • Freight and/or Passenger • East / West • National / Across borders • EU / EU neighbours / EFTA



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CER working structure



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* The ERA's main task is to draft proposals for the Commission on railway interoperability and safety

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The High Speed Network



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Next network/service developments

- ✓ June 2007: new Easter France line
- ✓ 14 November 2007: journey times between London and the Continent reduced by 20 minutes with St Pancras Int.
- ✓ December 2007: new high speed line in Southern Netherlands to reduce journeys times between Amsterdam-Rotterdam by 1/3
- ✓ October 2008: a new high speed line in the Netherlands
- ✓ December 2008: new high speed services between Munich-Vienna - less than 4 hours
- ✓ Early 2009: new high speed line between Brussels and Koin
- ✓ December 2009: Railjet links between Zurich-Vienna
- ✓ December 2010: new high speed line between Frankfurt-Vienna



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St Pancras International Station



14 November 2007

New High Speed services launched from St Pancras Int. Station

New journey times	Current fastest	2007 fastest
London - Paris	2 hours 35 mins	2 hours 15 mins
London - Brussels	2 hours 15 mins	1 hour 51 mins
London - Lille	1 hour 40 mins	1 hour 20 mins



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The High Speed Services

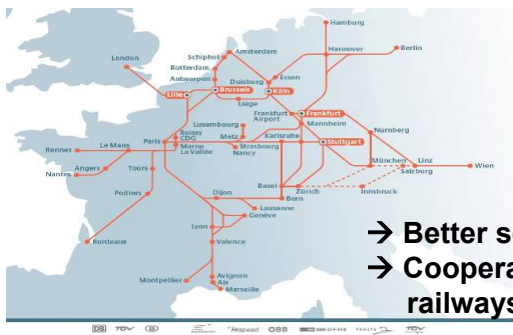


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'Railteam'



- Better service to customers
- Cooperation between railways is proving efficient

Cooperation between High Speed railway operators (DB, SNCF, Eurostar, NS Hispeed, OBB, SBB, SNCB + Thalys, Lyria)



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The 'Railteam' advantages

If a journey starts and ends in a Railteam country and at least part of the journey is on a high-speed train, many benefits will be provided, for example:



- book at any Railteam partner point of sale at the best price
- exchange, modify or cancel ticket by contacting any of the Railteam partners
- some frequent traveller benefits are extended across the whole network (es. access to 36 business lounges)

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Network and Service developments

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Conclusions

a) Passenger Rights Regulation

- the Regulation has been ‘formally’ adopted by European Parliament and Council and will enter into force after 24 months from this publication in the *Official Journal*
- **SCOPE** has been extended to domestic traffic, but MSs may grant exemptions for: a) domestic rail passenger, up to 15 years; b) urban, suburban and regional passenger services, without any limitation in time
- ...however some ‘*basic passenger rights*’ will be applicable with no exemptions



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a) Passenger Rights Regulation

Main topics covered

- **Travel information and availability of tickets**
 - information to be provided to passengers before (upon request) and during the journey
 - distribution channels
- **Liability of railway undertakings for passengers: death and injury**
 - COTIF CIV applies
 - Advance payments (not less than 21.000 Euro) granted to passengers



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a) Passenger Rights Regulation

Main topics covered

- **Compensations, re routing and assistance in case of delays**
 - 25% and 50% for delays over 1 and 2 hours respectively
 - Payment in cash at simple passenger's request
- **Accessibility/assistance to disable persons and persons with reduced mobility**
 - accessibility to stations/rolling stock shall be ensured through compliance with the PRM TSI
 - Assistance on board train/in station limited to 'all reasonable efforts'



b) Passenger Liberalisation

- **Opening up of international passenger traffic by 2010*, with possibility of cabotage (two or more stops in the same Member State)**
- The Parliament surprisingly voted in second reading against the opening up of domestic market
- The Commission should only assess 'the state of preparation of a further opening up of the passenger rail market' in the report on the Directive implementation to be presented by 2012

* 2012 if international traffic is more than 50% of passenger turnover of RUs in that MS



b) Passenger Liberalisation

- 1) in order to avoid that the introduction of new international services would be used to open up the domestic market as well, there has been envisaged the 'principle purpose' of the international service:
 - The international service must have the principal purpose to carry passengers between 2 stations located in different MSs
 - The principal purpose is evaluated by the national **Regulatory Body** taking into account some criteria (such as proportion of turnover and volume, length of service, etc..)



b) Passenger Liberalisation

- 2) in order to avoid that the introduction of new international services would jeopardise public service contracts:
 - **MSs may limit the cabotage in case:**
 - it compromises the 'economic equilibrium' of a public service contract;
 - an exclusive right to convey passengers has been granted under a concession contract awarded before the entry into force of the Directive through a fair competitive tendering procedure
 - **If the economic equilibrium would be compromised is determined by the relevant national Regulatory Body**



b) Passenger Liberalisation

The Levy

- MSs may authorise the competent authority to impose a levy on RUs providing international passenger services which are operated between 2 stations in the same MS, in order to finance PSO
- If the levy is applied, it shall apply to the national passenger services operated between the same routes
- The total levies shall not endanger the economic viability of the rail services on which they are imposed and shall not excide what is necessary to cover all or part of the cost incurred in the relevant PSO, taking into account the relevant receipts and a reasonable profit



b) Passenger Liberalisation

Framework agreements

- **duration has been extended:**
 - up to 15 years, in case of specialised infrastructure (as High Speed lines) requiring substantial and long-term investments
 - longer than 15 years, in exceptional cases in particular where there is a large-scale, long-term investment and particularly when such investment is covered by contractual commitments including multi-annual plan
- **In this case the applicant may ask for detailed definition of the capacity characteristics (frequency, volume, etc)**



c) TAP TSI

TAP TSI Scope

Components dealing with the communication between RUs and IMS

identical

TAF TSI Scope

Components dealing with the communication between RUs and IMS

plus

- Consignment note information
- Shipment ETI, ETA

plus

- Systems providing passengers with information before the journey
- Systems providing passengers with information during the journey
- Reservation system, European Computer, Reservation and Information System (CIRS)
- Payment systems

- Mandatory requirements for all RUs and IMs
- Process changes and adaptations within companies



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c) TAP TSI

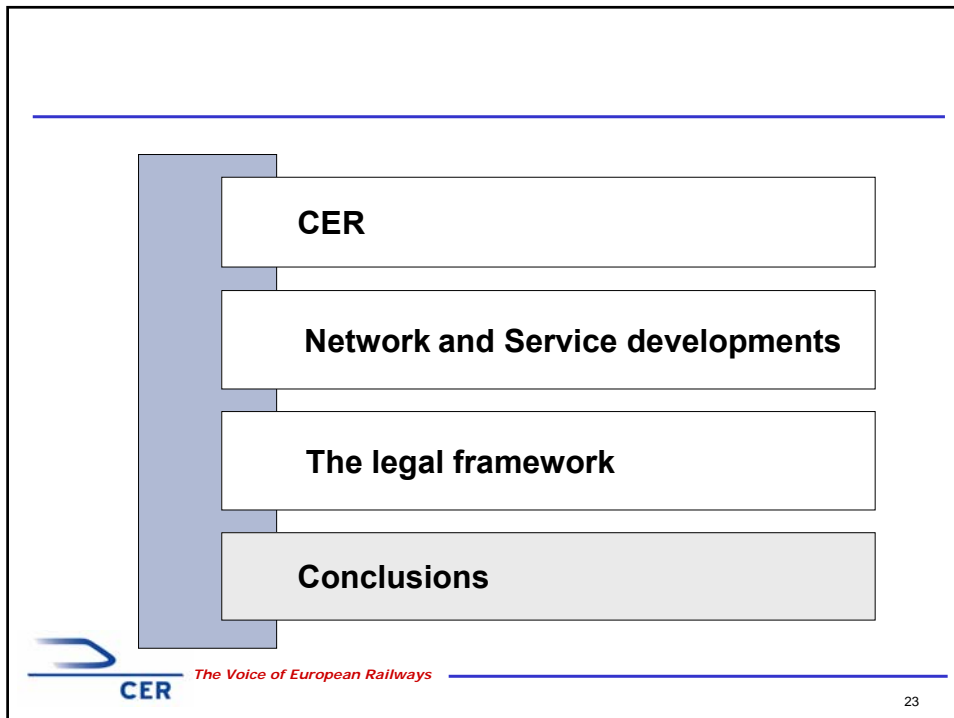
- **Strategy**
 - the common components, defined in TAP TSI, will be the cornerstone for future developments
- **Costs**
 - The implementation of TAP TSI will determine costs for the European Passenger Rail Industry. (TAF TSI: more than 500 M€)
- **Processes**
 - the implementation of TAP TSI will imply process adaptations and/or new processes
 - process changes are always expensive and “painful” and long lasting



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Would the new legal framework help the development of High Speed services?

- **Passenger Regulation could have a neutral effect as applicable both to conventional and high speed services**
- **Passenger Liberalisation:**
 - **Is the levy a risk for the profitability of High Speed services?**
 - **the extended duration of framework contracts to address huge investments**
- **Different access charges between countries limit the service development**
- **Interoperability/TAP TSI**