
Regional cooperation is crucial for revitalisation of the rail sector in SE EU.

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CER representing the European railway community

6 reasons for strong regional cooperation

CER policy for South East Europe

Drafting a common network statement for South East Europe



CER - representing the European railway community

- **54 railways and infrastructure companies**
- **from entire European area**
(including also Switzerland, Norway, EU accession states, and aspirant EU members)
- **also beyond Europe** (Georgian railways) = associated member



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

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railway community**

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6 reasons for strong regional cooperation

1. **Uniform conditions will lead to revenues from transit traffic on corridors V and X.**
2. **Harmonised technical conditions for rolling stock and RS inspection will shorten delays at (new) borders (*mutual trust*).**
3. **In addition to the railways, 5 authorities are involved in handing over responsibilities for train loads at borders**
4. **Fragmentation of the network hinders the sale of network capacity/train paths and undermines return on investment**
5. **In a competitive international market only companies with regional/international partners will be successful.**
6. **Companies and governments are too small to fulfil all EU legal requirements individually.**

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CER policy for South East Europe

(in close cooperation with World Bank and EC)

1. **Create stable conditions for revitalisation of the rail sector based on EU legal framework + finance investments in rail infrastructure and rolling stock**

2. **Promote regional cooperation**

- **Harmonisation of track access conditions** *with harmonised legal and administrative conditions is the target - a common network statement is the tool*
- **Streamlining of border crossing operations**
 - *Telematics and Electronic Data Exchange facilitate border crossing procedures for freight trains (TAF-TSI)*
 - *Train acceptance at borders on mutual trust with harmonised inspection and maintenance procedures.*
 - *Enhanced cooperation with authorities at borders*

CER South East Europe working group

Achievements in 2006:

- **SEETO included soft-measures raised by CER in Multi Annual Plan**
- **World Bank proposes MOU for promoting regional initiatives**
- **EC strives to create ‘*South East European Transport Community*’** (announcement by Mr. Ruete, DG of DG TREN to CEEC CEOs, 11 July, Brussels)
- **Common Network Statement being taken up by EC, SEETO and World Bank**

'South East European Transport Community'

'A treaty between EU & Western Balkan comparable to the treaty between EU & Switzerland?'

Step 1: non-legally binding MOU (linked to SEETO):

- World Bank funding for regional initiatives,
- restructuring based on EU legislation

Step 2: Legally binding treaty

- Western Balkan countries apply EU legal framework
- EU supports investments

Regional cooperation by companies and governments is crucial for revitalisation of the rail sector!

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The common network statement - maintaining synergy in the network of SE Europe

- The Ministers want a single common network statement by end 2008.
- The railway companies are responsible for drafting the Network Statement.
- The Ministers acknowledge the benefits of cooperation.
- The railway companies can count on support of the Ministers, EC/SEETO and the World Bank.

**South-East European Core Network and Transport Observatory
Ministers' Declaration, signed on 1 December, Brussels**

The creation of a common European Railway Area is a corner stone of EU transport policy and a prerequisite for a business oriented, sound development of the railways in both the EU and the SEETO territory.

Only when access conditions, including the charges for the use of the rail, are published well in advance, railway undertakings will be aware of the conditions they have to satisfy in order to run trains. Therefore EU law already requires EU infrastructure managers to consult users and publish comprehensive information well before the beginning of each time table period in the form of a network statement.

SEETO ministers acknowledge the importance of such network statements also for the SEETO region as a major step to the access to their national railway networks and rail terminals. They realise that the existing high level of technical interoperability between their networks, as it is laid out in network statements, should be maintained and developed in a harmonised way.

Whereas,

- at a point in time where railways in the SEETO area do not yet have network statements, considerable economies can be reaped if documents as comprehensive as network statements are developed jointly rather than in isolation for each infrastructure manager;
- a single network statement, or at least network statements presented in a single format, will significantly facilitate their understanding by the users, in particular for international railway undertakings, and reduce the cost of translation,
- EU infrastructure managers have assembled and published best practice information on network statements in conformity with EU legislation. Mistakes they made in past, ought not to be repeated in the SEETO countries, but SEETO railways should draw full benefit from the experience available.
- a common network statement can be the starting point for a regional cooperation of regulatory bodies, both among themselves as well as with their national infrastructure managers in the process of checking the conformity and updating them continuously.
- a common network statement will help safeguard and deepen the legal and technical interoperability of infrastructure managers in the region; it can provide an early warning system where a loss of interoperability is at stake,

SEETO ministers invite their rail infrastructure managers to join together and start a programme for developing a common network statement for the SEETO area in conformity with the EU rail acquis and the formats developed among western infrastructure managers. If a common network statement is not feasible immediately, they will at least apply a single format. They should collaborate with their national rail regulators and consult with the users. Progress should be reported to the SEETO Working Group on Railways and Intermodality. Network statements based on a common format should be published by end of 2008.

Drafting a common network statement

A step-wise approach to harmonise network access conditions and drafting a single common network statement:

- 1. Make inventory of common and non-common aspects for each chapter of the agreed common format.**
- 2. Elaborate common texts where possible.**
- 3. Prepare drafts of network statements per IM-company/country with common text sections and country specific text sections.**
- 4. Merge company network statements into one single (sub-) regional network statement.**

Objectives of the workshop in Skopje, 11-12 January 2007

1. **Inform management of railway companies on legal background and contents of Network Statement.**
2. **Identify common and non-common aspects for each chapter of the agreed common format. (Identify opportunities for using common text sections).**
3. **Draft recommendations on further work and scope for cooperation.**

What next to do for a common network statement?

Drafting the network statement needs to be done by the railway companies.
How to cooperate most effectively?

1. Identify common and non-common aspects for each chapter of the agreed common format. (Identify opportunities for using common text sections).
2. Each of the railway companies to take the lead in one chapter according to the RNE format
3. World Bank supports rail sector in Serbia and Macedonia on scheme for track access charges.
4. EC to support through Neighbourhood policy (2nd half 2007?).
5. A corridor study to conclude on maximum charges and competitiveness of road/rail
6. World Bank/EC MOU to promote regional cooperation.

***Thank you for your
attention!***



The Voice of European Railways
