



Support for Implementing Measures for the South East Core Regional Transport Network Multi Annual Plan (EuropeAid/125783/C/SER/MULTI)

COMMON STRUCTURE FOR NETWORK STATEMENTS ACCORDING TO RNE STRUCTURE AND HARMONIZATION POSSIBILITIES

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CONTENTS

1. Introduction
2. Sources of Information
3. RNE NS Articles and Harmonisation Prospects



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1. INTRODUCTION

- Objective: to demonstrate RNE common structure for network statements seeking harmonization of its contents
- Consultant prepared proposal on Sections and Subsections of Chapters of NS, according to RNE structure, that could be harmonized at regional level



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2. SOURCES OF INFORMATION

1. Directive 2001/14/EC (Article 3)
2. Declaration on Railways at 2nd Annual Meeting of Ministers on the Development of the South East Core Regional Transport Network, 1, December 2006, Brussels
3. RailNetEurope, Network Statement, Common Structure and Implementation Guide
4. MAP 2008-2012

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2. SOURCES OF INFORMATION

Directive 2001/14/EC (Article 3)

- The IM shall, after consultation with the interested parties, develop and publish a NS obtainable against payment of a duty which may not exceed the cost of publishing
- The NS shall set out the nature of the infrastructure which is available to RU. It shall contain information setting out the conditions for access to the relevant railway infrastructure
- The NS shall be kept up to date and modified as necessary
- The NS shall be published no less than 4 months in advance of the deadline for requests for infrastructure capacity

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2. SOURCES OF INFORMATION

Declaration on Railways at 2nd AMM-1

In Brussels, SEETO Ministers agreed that:

- a single NS, or at least NS presented in a single format, will significantly facilitate their understanding by the users, in particular for international RU and reduce cost
- EU IM have assembled and published best practice information on NS in conformity with EU legislation. Railways in the Region should draw full benefit from the experience available

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2. SOURCES OF INFORMATION

Declaration on Railways at 2nd AMM-2

- a common NS can be the starting point for a regional cooperation of RB, both among themselves as well as with their national IM in the process of checking the conformity and updating the NS on a permanent basis
- a common NS will help safeguard and enhance the legal and technical interoperability of the different rail networks; it can provide an early warning system where a loss of interoperability is at stake

2. SOURCES OF INFORMATION

RailNetEurope-1

RNE business objectives are:

- increase the rail traffic on the European rail infrastructure network
- enable easy and fast access to the European rail infrastructure
- enhance the quality of the rail services offered
- raise the efficiency of the timetabling and traffic management.

2. SOURCES OF INFORMATION

RailNetEurope-2

- To achieve these objectives, RNE and its members act as ONE "virtual" European Rail Infrastructure Company within the field of international passenger and freight rail traffic.
- RNE has been promoting the development, harmonisation and publication of user-friendly, customer-oriented NS – designed to enable RU's to find quickly the information they need
- The Members of RNE have agreed a common structure and an implementation guide for drafting NS in accordance with Article 3 of Dir. 2001/14/EC.

2. SOURCES OF INFORMATION

RailNetEurope-3

- RailNetEurope standard NS, aims to provide to RU's wishing to operate train services on a given rail infrastructure with fair and non-discriminatory procedures, with a single source of up-to-date relevant information
- These standard can be applied by all IM's
- The NS presents information on rail infrastructure condition and on commercial and legal conditions for access to infrastructure, including the amount of access charges

2. SOURCES OF INFORMATION

RailNetEurope-3

- has developed common application form to request a train path
- has developed web application PATHFINDER which handles communication and co-ordination processes for international path requests/offers
- has developed EICIS to calculate charges for train paths, station fees, shunting fees
- is developing EUROPTIRAILS to enable real-time, online supervision of European rail traffic possible

2. SOURCES OF INFORMATION

RailNetEurope-4

- The IM have set up OSS working as a network of customer contact points in RNE framework
- For international path requests, RU should contact one OSS, which will initiate the international path allocation process.
- OSS will in cooperation with the IM's offer all necessary information to RU

2. SOURCES OF INFORMATION

MAP 2008-2012

Chapter 5.2.4.

- *"The proposal adopted by the SEETO SC is to have a single Common Network Statement, set of access conditions and scale of charges, or a common model that is adopted with the minimum variations between railways. The RW WG has obtained an agreement in principle for the use of a common format".*



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3. RNE NS ARTICLES AND HARMONISATION PROSPECTS

We have reviewed the available NS as follows:

- Three adopted and available on internet NS: Croatia, Montenegro, the former Yugoslav Republic of Macedonia
- Three prepared by Consultants or by ID NS: Albania, Serbia, Kosovo (under UNSCR 1244/99)
- While all NS follow RNE standards, we have observed that:
 - there is no full adherence to Sections and Subsections
 - some Sections/Subsections have same content in type but are different details (deadlines, penalties, processes etc)
 - some sections have different approaches (priorities, licenses, charging system)



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3. RNE NS ARTICLES AND HARMONISATION PROSPECTS

- Therefore, in order to attain the objectives of MAP, of SEETO SC and of AMM, we have evaluated which Sections and Subsections of the NS can be brought to a better alignment in order to achieve harmonisation.
- These Sections/Subsections are presented in the Table that is linked to this PP presentation and we plan to find out if you agree to harmonise them
- We also make a draft proposal on how –in our opinion- to achieve harmonisation [\(link\)](#)



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**Thank you for your attention
and collaboration!**



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