

# CER's response to call for evidence for an impact assessment

In view of the European Green Deal and the European Commission's goal to reach climate-neutrality by 2050, efficient and optimized capacity management is key to ensure the modal shift to rail. Rail is the backbone of sustainable movement of goods, businesses and people, and fundamental for sustainable and connected economy in the EU.

CER welcomes the opportunity to provide feedback to the call for evidence for an Impact Assessment expressing the intended revision of the RFC Regulation. The RFC Regulation relies on Rail Freight Corridors to promote rail freight traffic in a more efficient way throughout Europe. However, more than eight years after the start of the operational use of the Rail Freight Corridors, rail freight market share has not increased.

We welcome that the Commission's initiative aims to create the conditions necessary to help the rail sector to improve rail infrastructure capacity and traffic management, covering all types of rail traffic, and to improve the multimodal integration of rail freight services. We also appreciate the consideration of existing initiatives from the sector for the design of policy options, such as the Timetable Redesign Project (TTR), the electronic exchange of estimated times of arrival, digitalization of planning, operating and monitoring railway infrastructure and of rail transport services. We welcome the fact that three policy options are being studied, and we look forward to seeing more details and research prior to our further elaboration.

We are happy to share our Position Papers on the revision of the RFC Regulation and TimeTableRedesign (TTR) for Smart Capacity Management, as well as CER Position on Action plan to boost long-distance and cross-border passenger rail.

- CER proposes to replace the Corridor One-Stop-Shop (C-OSS) by a "Corridor Account Manager" (CoAM) who will use the skills developed in the last years in terms of international customer management. The CoAM would support RUs and coordinate IMs in offering harmonized international capacity in line with customer needs, while the operational business dealing with concrete train paths allocation will be tackled by the IMs.
- TTR needs a sound legal basis applied to the entire European network as early as possible, and no later than the end of 2022, so as not to endanger the Europe-wide implementation of TTR. For the success of TTR and its timely implementation, RFC Regulation shall not reopen the 4th Railway Package, unless the ongoing evaluation will conclude it is not legally possible to establish robust legal basis for TTR without changes to the main body of Directive 2012/34. In the latter case, the changes to the text of the Directive 2012/34 should be of a very targeted nature, i.e. strictly limited to enabling the TTR project, as otherwise the railway sector will be destabilized by such a frequent change of the EU legal framework.
- CER asks the European Commission to tackle EU-wide harmonized TCR planning processes (including common timelines, inter-IM coordination and alternative rail paths) as foreseen within the framework of the TTR project, and to urge Member States to comply with funding their IMs on a multiannual basis to ensure precise and stable planning of capacity restrictions on the network.

## **CER recommendation**

Cross-border rail traffic- better management and coordination



- CER believes that commercial conditions should incentivize an infrastructure use that maximizes the rail capacity use.
- A Union-level entity overseeing the optimisation of cross-border rail traffic and coordination mechanisms should not have more than a monitoring and guiding role, and always with respect to the Infrastructure Manager's individual autonomy and responsibility on capacity and traffic management. It should aim to identify best practices of cross-border coordination facilitating international pathway allocation and disruption management. However, further roles of this entity are under discussions in the sector and will be further investigated in the consultation process.