Europeiska unionens råd

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från:	Rådets generalsekretariat
till:	Ständiga representanternas kommitté (Coreper)/rådet
Föreg. dok. nr:	WK 2210/2021
Ärende:	Locarnoförklaringen om utveckling av järnvägssystemet – Bemyndigande att underteckna på Europeiska unionens vägnar – Godkännande av rådets uttalande

Locarnoförklaringen om utveckling av järnvägssystemet återfinns i bilagan till denna not.

Declaration of Locarno on developing the railway system

The European Union is aiming to be the first region to become climate neutral, with a target date of 2050 set out in the European Green Deal. The European transport sector is therefore facing an enormous transformation. The decarbonisation of the transport sector should go hand in hand with a reduction of the negative effects of growing traffic levels (e.g. harmful emissions, noise, and damage to the landscape).

To this end, we, the EU Commissioner for Transport and the transport ministers from the Alpine countries and countries bordering the European Rhine-Alpine and North Sea-Mediterranean freight corridors, affirm the importance of a modal shift from road to rail in transalpine transport and the need to work together in order to further develop international freight and passenger transport solutions by rail in Europe.

We hereby jointly declare that we will strive to further develop this cooperation with a view to achieving the following objectives:

1. All forms of rail transport – regional and long distance passenger transport services as well as freight transport operations – contribute to achieving a climate-friendly transport system. We will therefore endeavour to ensure that each form of rail transport will be treated on a non-discriminatory basis when securing capacities and levels of service and quality.

2. The European rail freight corridors and the Core Network corridors of the trans-European transport network play a key role in promoting international rail freight transport in Europe. Modernising and developing railway infrastructures and fulfilling the TEN-T requirements along those corridors are essential to achieve a sizeable shift of freight traffic from road to rail. In order to further strengthen the European rail freight corridors (notably in relation to cross border sections, first and last mile connection development, TEN-T parameters adoption and capacity bottleneck removal), it is necessary to enhance the role of the One-Stop-Shops, to strengthen the functions of international traffic management and supervision and to increase the cooperation among all the actors of the logistics chain. In this sense, financial means in the context of the Covid-19 pandemic recovery package could be considered in order to intensify investments in rail infrastructure.

3. International rail passenger transport is an essential form of climate-friendly mobility that should be further promoted. To this end, service concepts for European rail passenger transport should be developed and a more effective coordination of timetables and cross-border operations among infrastructure managers and other relevant stakeholders should be ensured. Moreover, in the wake of the Covid-19 pandemic, specific measures to increase the trust of passengers in a safe and healthy public transport system are needed.

4. Simple and customer-friendly access to international rail passenger transport services is essential. We support measures to simplify access to reliable travel information and ticketing services and to secure seamless and reliable connections between train services as well as between train services and other modes of land transport, including in the event of disruptions. For this purpose, we take note of the political statement of 4 June 2020 on developing international rail passenger transport[1].

5. The availability of sufficient and reliable railway infrastructures is crucial for a better provision of freight and passenger transport services by rail.

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1 https://www.permanentrepresentations.nl/documents/publications/2020/06/04/political-statement-for-coalition-of-the-willing-development-international-rail-passenger-transport

6. The European Network of Infrastructure Managers and other stakeholders involved should ensure a better coordination of time schedules for the realisation of construction projects to create new, additional or improved capacities and to maintain and renew existing infrastructure for international freight and passenger transport by rail. The negative effects inevitably associated with such construction projects should be minimised by close coordination of the operating procedures for freight and passenger transport.

7. Increasing the efficiency and competitiveness of international rail freight traffic requires sufficient and attractive track capacities for this market segment. We welcome further coordination of cross-border rail transport capacity at the level of rail freight corridors. The continued need for national rules should be reviewed in the light of the Single European Railway Area in order to further harmonise operations at European level and to exploit at best the benefits expected from infrastructure improvements, especially along the European rail corridors.

8. Intermodal and combined transport services should also be promoted. To this end, the required terminals and mobility hubs of fundamental importance should be created or adapted to the respective needs and appropriately included in the service concepts for international freight and passenger transport by rail.

9. The operational management of rail traffic should be improved, both across borders and within the entire delivery chain of intermodal and combined transport services. The end-to-end supervision and management of international rail transport operations should become a standard based on appropriate governance, rules and systems.

10. The expansion, extension and the qualitative improvement of international freight and passenger transport services by rail should be supported by a high level of interoperability. New opportunities through automation and digitalisation shall be applied according to rules and regulations standardised at European level (e.g. TSI).

The application of this Declaration shall be without prejudice to our respective legal and regulatory frameworks and our respective competence regarding planning of and funding for rail infrastructure.