



# Update by the European Commission

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# Background

- Green Deal
- Smart and Sustainable Mobility Strategy (Dec. 2020)
- Fit for 55 (July 2021)
- European Year of Rail 2021
- Action Plan to boost long distance and cross-border passenger rail (Dec. 2021)
- Response to crisis: Green Lanes (covid-19), Solidarity Lanes (war in Ukraine)

# Main policy initiatives and projects

- Action Plan's pilot projects
- Guidelines on track access charges
- Revision of the Technical Specification for Interoperability
- Revision of the Train Driver Directive
- Revision of the State aid guidelines
- Revision of the TEN-T regulation
- Ticketing
- Capacity management
- Solidarity Lanes

# Ticketing

- Initiative to help passengers finding/buying (rail) tickets more easily
- Planned proposal in 2023 for **new EU legislation** on multimodal digital mobility services (to promote competition and innovation in the development of digital mobility platforms which facilitate passengers' ability to compare and buy tickets within and across transport modes)
- Planned revision of Delegated Regulation 2017/1926 on the provision of EU-wide multimodal travel information services + Planned revision of the TAP-TSI will support the availability of data from transport operators which is essential to offer ticketing and digital mobility services

# Capacity management - Background

- Evaluation of Regulation 913/2010 (Rail Freight Corridors)
  - Improvement in dialogue on and awareness of cross-border freight
  - Limited to no tangible improvements in actual performance
  - Problems intended to be addressed by the Regulation persist
- Action plan to boost long distance and cross-border passenger rail
  - Action no. 5: A more efficient use of the networks
  - Assess capacity allocation and traffic management processes
  - Consider Union-level entity overseeing optimization of cross-border traffic

# Capacity management – problem definition

Ineffective **management of capacity** on the existing network, in particular across borders

Ineffective **management of traffic**, in particular across borders

Insufficient end-to-end **integration of rail freight services** in **multimodal logistics**

Lack of **transparency on performance** of rail infrastructure & transport services

Insufficient performance, deployment and use of **digital tools and applications**

Inadequate **physical infrastructure** (capacity, standards, quality, state-of-repair)

Lack of **technical and operational interoperability**

**Insufficient competitiveness of rail (freight) services**

**Limited growth potential due to scarce capacity**

# Capacity management – policy options

Option 1	Option 2	Option 3
<ul style="list-style-type: none"><li>• Evolutionary refinement of existing rules, processes and tools</li><li>• Maintains and refines key tools of current legislation (Dir. 2012/34, Reg. 913/2010), including corridor-based approach for cross-border freight</li><li>• Focus on sector-level initiatives and synergies with other legislation</li></ul>	<ul style="list-style-type: none"><li>• New harmonised rules, processes, tools at European level</li><li>• Capacity management aspects inspired by TTR programme (but not limited to TTR)</li><li>• Cross-border planning, operational, regulatory functions via cooperation between national entities, supported by coordination structures</li></ul>	<ul style="list-style-type: none"><li>• On top of option 2, centralises carefully certain planning, operational, and regulatory functions</li><li>• Creation / designation of entities at European level in charge of these functions</li></ul>



# Solidarity Lanes - Background

- Ukraine – as second largest producer of grain – used to carry out 90% of its grain and oilseed exports to global markets via its Black Sea ports
- **Blockade of UA Black Sea ports:** several challenges:
  - Threat to global food security;
  - Need to free-up storage in Ukraine
  - Growing humanitarian crisis in Ukraine;
  - Huge drop in income for Ukraine
- **Action plan for EU-Ukraine Solidarity Lanes** to facilitate Ukraine's agricultural export and bilateral trade with the EU (12.5.2022, COM(2022) 217 final)
- The SL establishes **new and expanded logistics connections** between Ukraine and the EU, via rail, road and inland waterways



# Solidarity Lanes - Corridors

- Solidarity Lanes stretch across a number of different corridors:
  - To the South, the Danube route and the port of Constanta (Romania) have been exploited the most
  - Among the land-based corridors, the Polish route to the Baltic is the second largest outlet carrying a wide range of goods - agricultural but also other products, including humanitarian assistance - to and from Ukraine
  - Other corridors to the Adriatic and the North Sea – also continue to develop
  - New pilot trains to bring Ukrainian grain to the port of Kláipeda in Lithuania, to the port of Rostock in Germany and to Spanish Mediterranean ports

# Solidarity Lanes – Adriatic Corridor

- Two regular rail freight services
  - Odessa-Trieste via UA-SK BCP, by container trains, operated by HHLA
  - UA/HU/SK border-Rijeka, by hopper wagon trains, operated by RCG
  - Connection to the ports of Koper, Trieste, Ravenna, Venice is currently hampered by capacity restrictions on the rail network in Slovenia
- Increase of transshipment and volumes transported
  - UA-SK railway BCP: 75,194 tons in August compared to 47,552 tons in July
  - UA-HU railway BCPs: 123,293 tons in August compared to 112,412 tons in July
- Regular meetings at corridor level with the relevant stakeholders (ministries, port authorities, railway companies, infra managers, shippers...)

# Solidarity Lanes – Adriatic Corridor

Port of Rijeka (HR)	Number of trains	Number of Wagons	Volume (metric tons)	Storage in Silo (UA grain, metric tons)	Shipped (UA grain, metric tons)
08-14/08	4	97	5,660	6,893	12,069
15-21/08	?	32	1,651	8,544	
22-28/08	3	84	4,180	9,158	3,566
29/8-4/09	2	55	2,362	3,999	5,106
05-11/09	5	139	7,320	8,400	2,905
12-18/09	4	93	4,617	13,022	

# Solidarity Lanes – Matchmaking platform

- “Solidarity Lanes Matchmaking Platform” = forum to bring together UA farmers, the logistics and transport operators, and the buyers of agricultural products, with the national authorities on both the EU and UA sides
  - This allows relevant actors to sit together with the Commission to discuss very practical challenges and how to tackle them (also involves customs operations and other border inspections, insurers, equipment suppliers, etc.)
- “EU-Ukraine business matchmaking platform” IT tool to facilitate business contacts, supported by the Enterprise Europe Network, which now has more than 800 companies registered
  - [EU-Ukraine Solidarity Lanes Business Matchmaking Platform - The Platform \(b2match.io\)](https://b2match.io)

# Solidarity Lanes – Current results

- Many bottlenecks have been removed and the flow of goods has improved
  - Between May and end of August, more than 10 million tonnes of agri products (grain, oilseeds and related products) have been exported via the SL
  - In August, 2.6 million tonnes of Ukrainian agricultural goods were exported via the Solidarity Lanes – a significant increase compared to 1.3 million tonnes in April (before the adoption of the Solidarity Lanes Action Plan)
  - The Black Sea Grain Initiative brokered by the UN in July, has enabled an additional 3 Mt of grain exports since August
  - According to UA authorities, 61% of Ukraine’s agricultural exports travelled via the Solidarity Lanes in August, compared to 39% via the Black Sea
- Various challenges and topical issues (availability of RS, shunting locos, capacity restrictions, targeted investments, gauge break, RFCs...)

# Solidarity Lanes – More information

- [Keeping Ukrainian goods moving \(europa.eu\)](#)
- [GrainLane: A Marketplace for Selling and Buying Ukraine's Agricultural Goods](#)
- [Supply Chain Resilience Platform](#)
- [Danube Commission: Danube Cargo Info Desk](#)
- [Transporeon: Matchmaking platform for shippers and logistics service providers](#)
- [EU-UKRAINE-SOLIDARITY-LANES@ec.europa.eu](mailto:EU-UKRAINE-SOLIDARITY-LANES@ec.europa.eu)

# Thank you



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