

## EUROPEAN STRATEGIES

PKP Polish State Railways (Poland) contribution on the future of transport  
PKP agrees to the publication of its contribution on the Internet.

To European Commission DG TREN [tren-future-of-transport@ec.europa.eu](mailto:tren-future-of-transport@ec.europa.eu)

The White Paper "European Transport Policy for 2010: time to decide" has determined transport strategy for 10 years and the next strategic paper produced on the EU level needs to take into account all European experiences drawn from that period. Some tasks have been completed: liberalisation of railway freight transport, harmonisation of social rules in road transport, revision of TEN-T priority projects, improvement of passengers rights in air transport (although this still needs a revision) and rail transport, promotion of multimodal solutions within the Marco Polo programme. However, many tasks and assumptions of the White Paper still need to be continued within the next strategic period. The White Paper designated railway transport as the backbone of a modern, sustainable European transport system and this assumption has to be continued, making a proper use of all advantages and potential of European railways.

The new transport strategy should be complementary with the TEN-T revision planned for 2010 and create a harmonised picture of existing and future transport market of the European Community.

The new strategy should analyse in a more complex way the lack of cohesion of transport, and especially railway infrastructure in different EU Member States to produce more effective solutions. Modern railway infrastructure is a sine qua non for the development of high-quality passenger and freight services. The development of railway infrastructure depends on establishing effective mechanisms of financing within the process of creating a consistent financial architecture for rail transport as follows:

- Increasing of TEN-T budget to make it adequate to the scale of the projects;
- Efficient application of Directive 14/2001 in all EU countries and execution of the requirement regarding financing of railway infrastructure through multi-annual contracts (MAC) between MS and IM. Apart from the MAC, the Commission should promote other financial solutions ensuring financial stabilisation of IMs and, as an effect, level European track access charges.
- Adequate financial compensation for Public Service Obligations (PSO) – a problem of under-compensation (or lack of it), especially in new EU countries;
- Financing of the modernisation and purchasing of rolling stock in order to diminish its negative impact on the environment, including EU financial support for freight fleet retrofitting;
- Public financing should be allowed in cases where rail transport accomplishes the main strategic aims of the Community;
- Development of Public-Private Partnership;
- Wider responsibility of regions for transport development.

In the new strategic document, the section on the development of railway infrastructure should cover the following issues:

- Modernisation of infrastructure and removal of bottlenecks;
- Optimisation and specialisation of the railway network (operational, technical and commercial business lines);
- Improvement of safety;
- Financial support for establishing logistic centers and development of intermodal transport;
- Innovativeness;
- Implementation of new IT transport management systems.

Planning of transport development should be based on SWOT analyses of all transport modes as an integrated system.

With respect to railway freight transport, the new strategy should stipulate the creation of a complete "door to door" logistic service by railway undertakings and their partners.

The strategy should also envisage more dynamic development of technical and operational cooperation with external partners of the EU, both in the context of potential extension of the EU as well as effective services provided between the 1435/1520 mm systems. On account of its future transport system, the Community should support infrastructure investments in third countries.

One of the most important aims of the White Paper has been a modal shift between transport modes, introducing the "commodality" principle to build a sustainable transport system based on the less environmentally harmful transport modes like rail and maritime transport. This aim hasn't been reached so far: the share of road transport keeps increasing while that of rail and maritime transport decreases. The new strategy should assume more effective, economic-based, political and social initiatives that will change this dangerous tendency. The social initiatives should especially explain and inform the issue of external costs to allow EU citizens to make conscious transport choices.

The "polluter pays" principle should be implemented for all transport modes along with other environmentally-friendly measures: decreasing of greenhouse emissions and transport noise, improvement of public transport, implementation of Kyoto Protocol, revision of "Eurovignette" Directive, protection of "Nature 2000" area.

To be effective and reliable, the measures should be economic-based: environmentally-friendly modes of transport should be competitive towards other transport modes and must become significant players on the European market.