



# COVID-19 – Third evaluation of data delivery under regulation (EU) 2020/1429

Preliminary results based on data set  
provided by PRIME infrastructure managers

*PRIME Plenary, 18.11.2021*

*Maurizio Castelletti  
Head of Unit Single European Rail Area*

# Regulation (EU) 2020/1429 and extensions

## Regulation (EU) 2020/1429

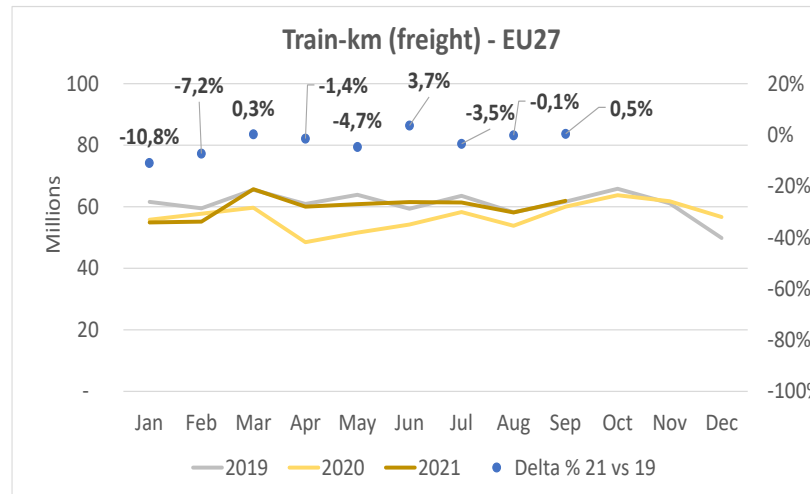
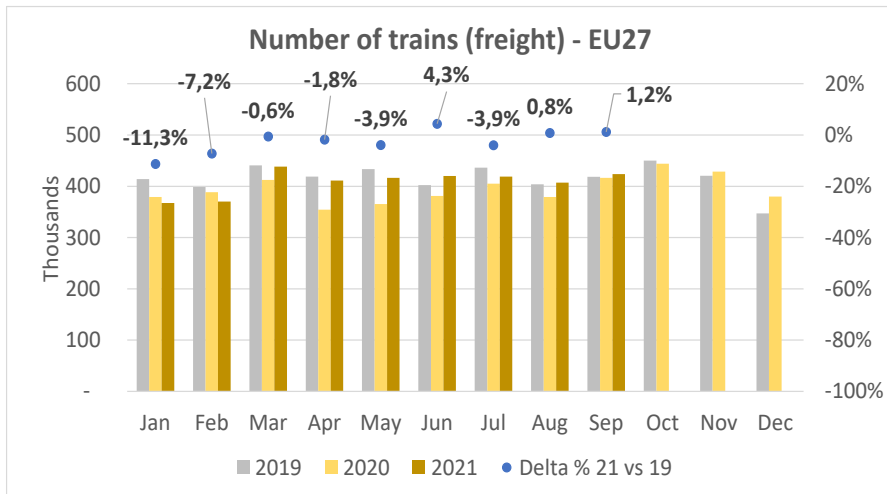
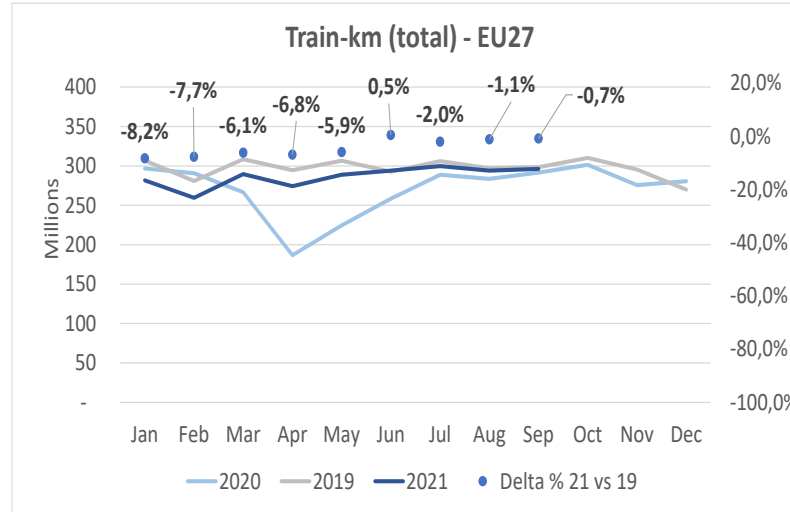
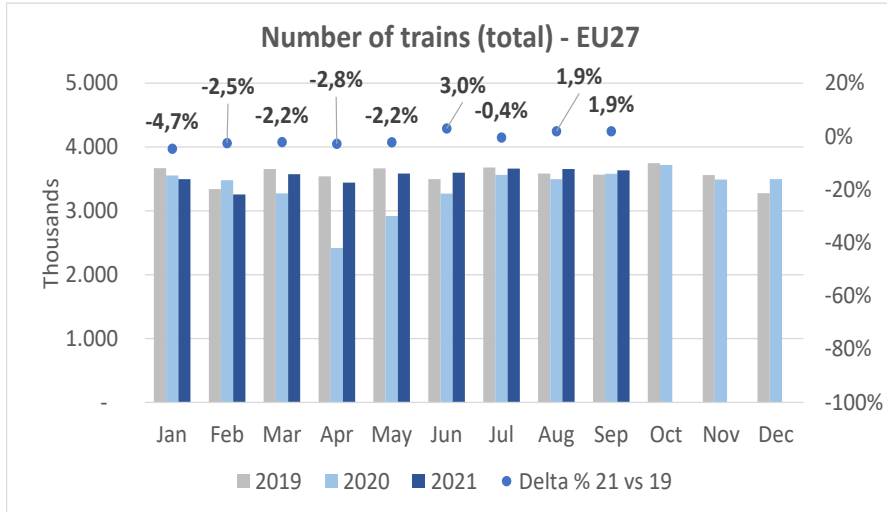
**Recital 9:** The Commission should continuously analyse the economic impact of the COVID-19 outbreak to prolong the period during which the measures provided for by this Regulation apply if adverse conditions persist.

### Article 5 Extension of the reference period

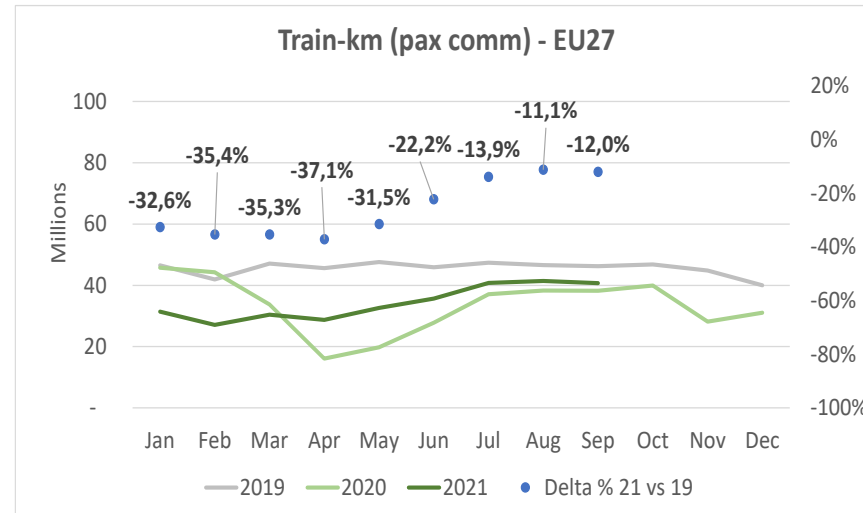
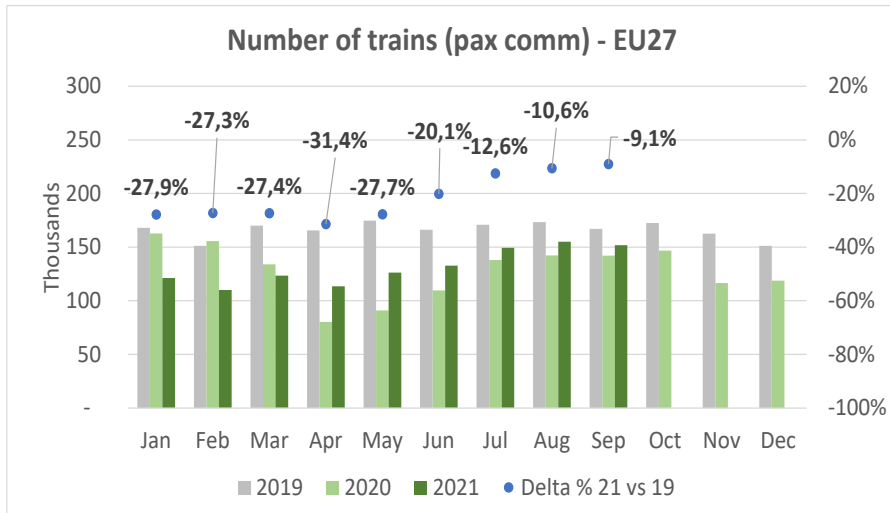
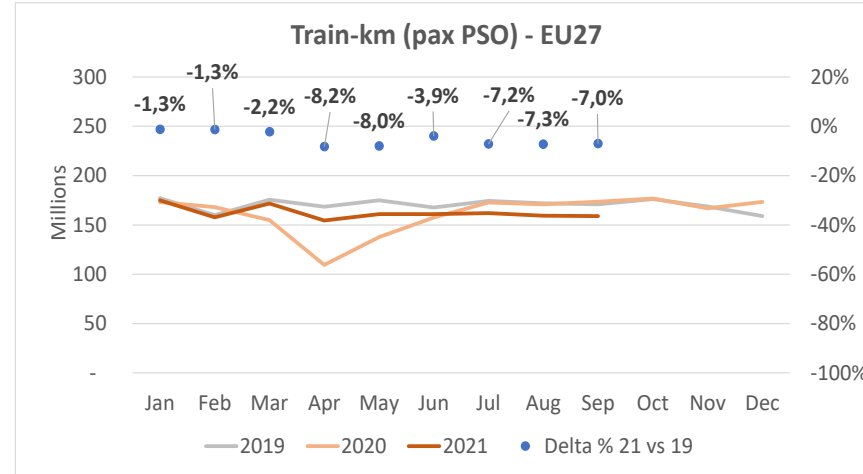
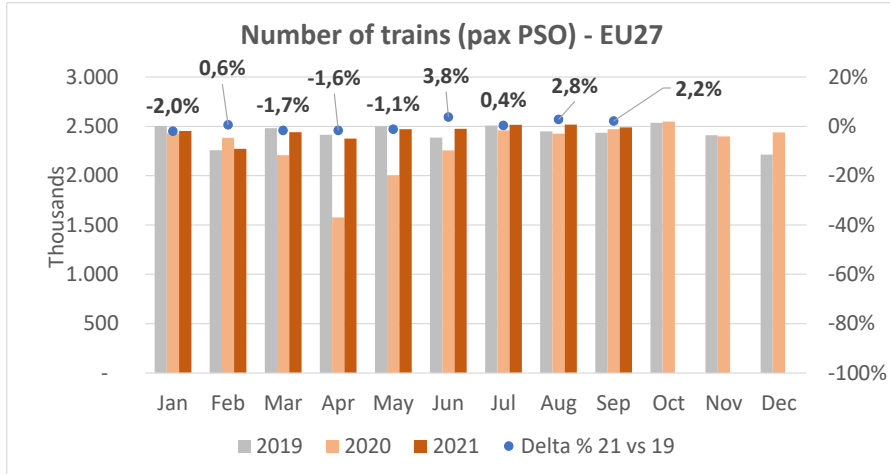
1. ... infrastructure managers shall provide the Commission with data on the usage of their networks categorised by market segments ...
2. ... **the Commission shall adopt delegated acts ... (to) extend the reference period, ... (but) not ... beyond 14 April 2022.**

Data for the third extension has been delivered and DG MOVE is evaluating the data set. The timeline for a possible extension is mid December - before Christmas.

# Overview for EU 27



# Overview for EU 27



## Observations:

- The number of PSO passenger trains circulating on the network between January and September 2021 stabilised compared to the same period in 2019 (it was 7.8% lower in 2020 compared to 2019). However, the number of passenger commercial trains between January and September 2021 was still 21.5% lower than in the same period in 2019, showing there was no recovery in 2021 (it was -23.3% in 2020 compared to 2019).
- The number of freight trains circulating on the network partially recovered the lost ground even if in 2021 it was still -2.5% lower than in the corresponding period in 2019.
- Between January and September 2021 passenger PSO services expressed in train-km were 5.2% lower compared to the same period in 2019. Passenger commercial services appear to have been hit more severely than PSO services also in terms of train-km run, which remained 25.6% lower in 2021 compared to the same period in 2019, in line with the (low) level reached already in 2020.
- Train-km run by freight trains circulating on the network showed some sign of recovery, but stayed 2.6% lower between January and September 2021 compared to the same period in 2019.

# Preliminary conclusions

- Infrastructure managers' data (number of trains, train-km) clearly show how severe the impact of the COVID-19 pandemic has been on the supply of rail transport services and how limited in time and size the recovery of rail traffic has been in between each one of the pandemic waves (roughly identified in the periods March-June 2020, October 2020-January 2021 and March 2021-June 2021).
- The outbreak of the second and third wave of the pandemic hindered the quick recovery of rail traffic, in particular for rail passenger services. In October and November 2020, Member States imposed new limitations to mobility, only partially and gradually lifting them during 2021. Despite the positive effects of an improvement of the public health situation due to the vaccination campaign, a fourth wave is spreading now across the continent bringing already in some countries further limitations to movements and even lockdowns. Passenger numbers have not come back yet to pre-pandemic levels and the time to recover to pre-pandemic levels may be longer than expected in particular for commercial passenger traffic.

# Thank you



© European Union 2020

Unless otherwise noted the reuse of this presentation is authorised under the [CC BY 4.0](https://creativecommons.org/licenses/by/4.0/) license. For any use or reproduction of elements that are not owned by the EU, permission may need to be sought directly from the respective right holders.

Slide xx: **element concerned**, source: e.g. [Fotolia.com](https://www.fotolia.com/); Slide xx: **element concerned**, source: e.g. [iStock.com](https://www.istock.com/)

