



COVID-19 – Evaluation of data delivery under regulation (EU) 2020/1429

Compiled data set
provided by PRIME infrastructure managers

PRIME Plenary, 19.11.2020

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Regulation (EU) 2020/1429

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

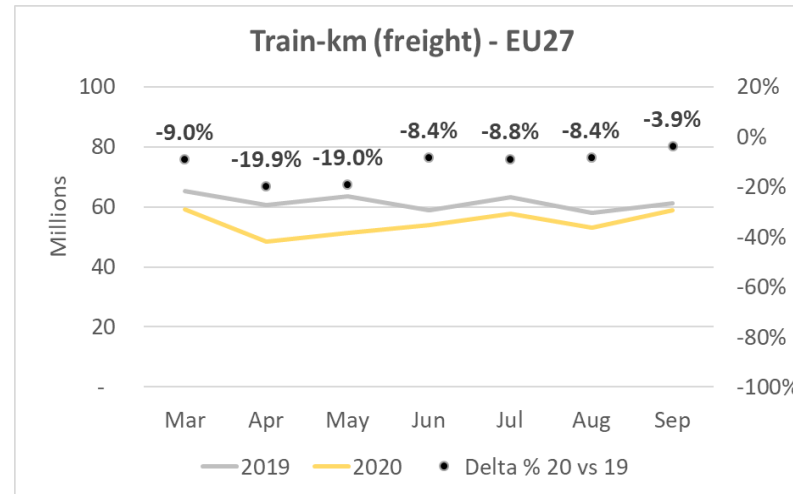
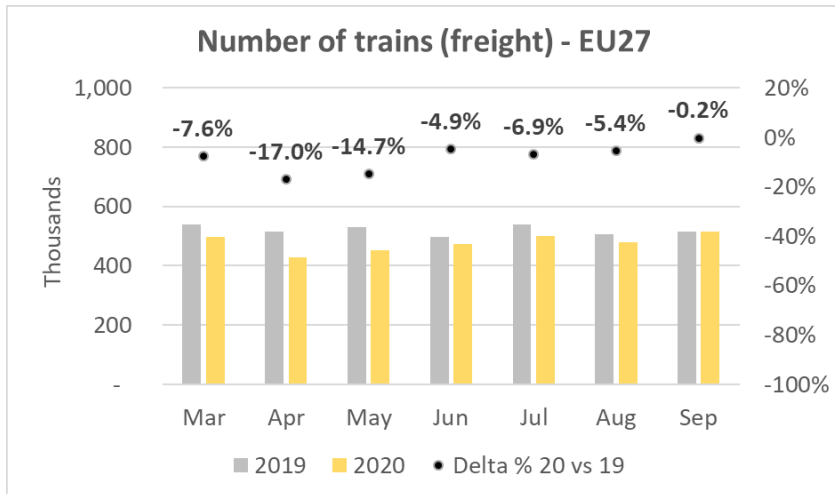
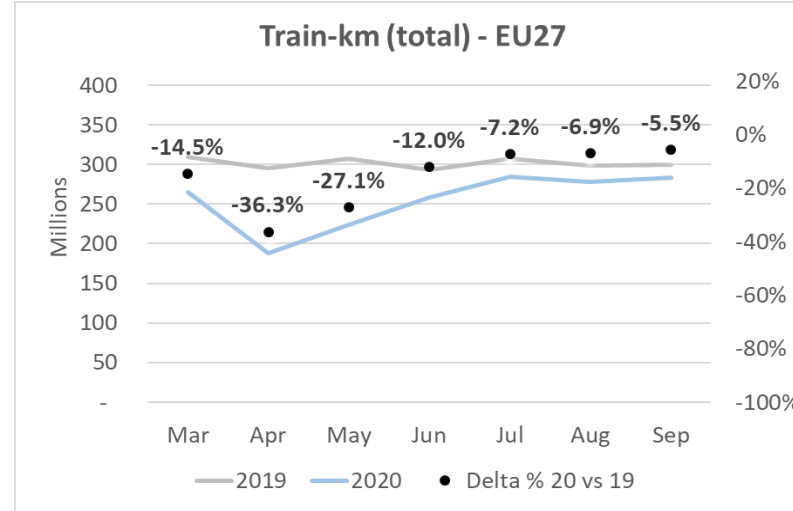
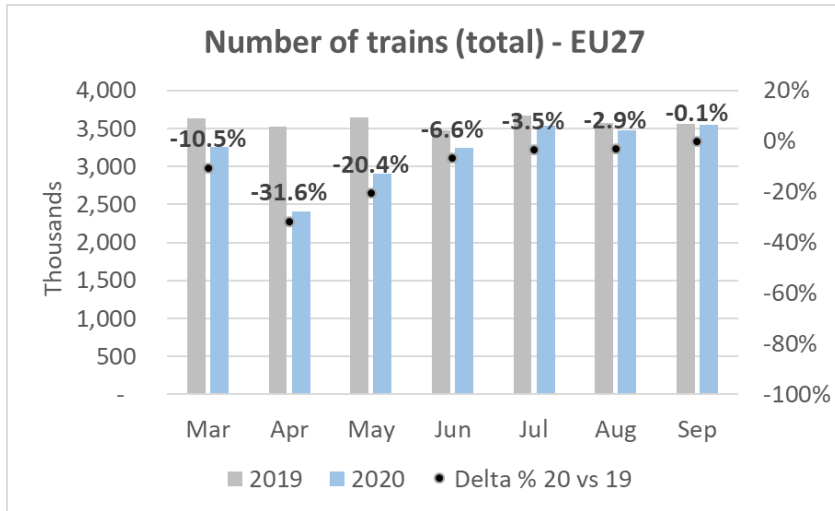
Article 5 Extension of the reference period

1. By 1 November 2020, **infrastructure managers shall provide the Commission with data on the usage of their networks categorised by market segments** ... for the periods from 1 March 2019 until 30 September 2019 and from 1 March 2020 until 30 September 2020.
2. Where the Commission finds ... that the reduction in the level of rail traffic as compared to the level in the corresponding period in the previous years is persisting and is likely to persist, and also finds ... that this situation is the result of the impact of the COVID-19 outbreak, **the Commission shall adopt delegated acts** ... Any such amendment may only **extend the reference period** by up to six months...

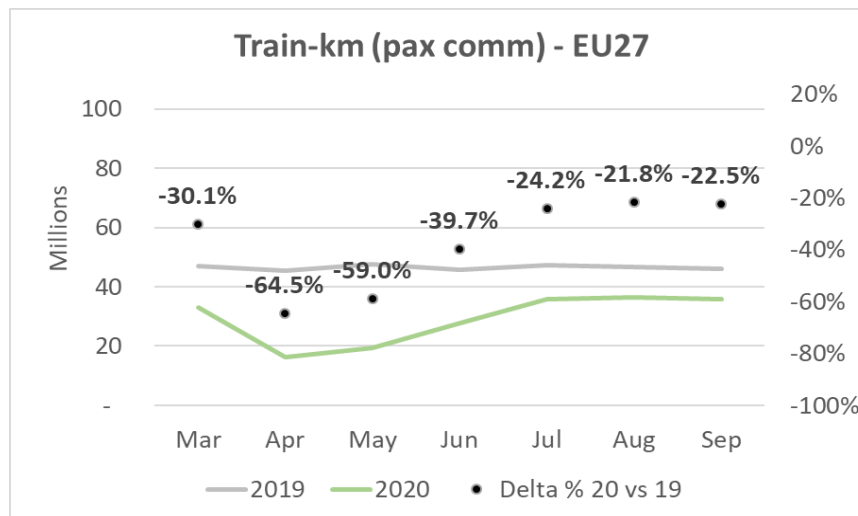
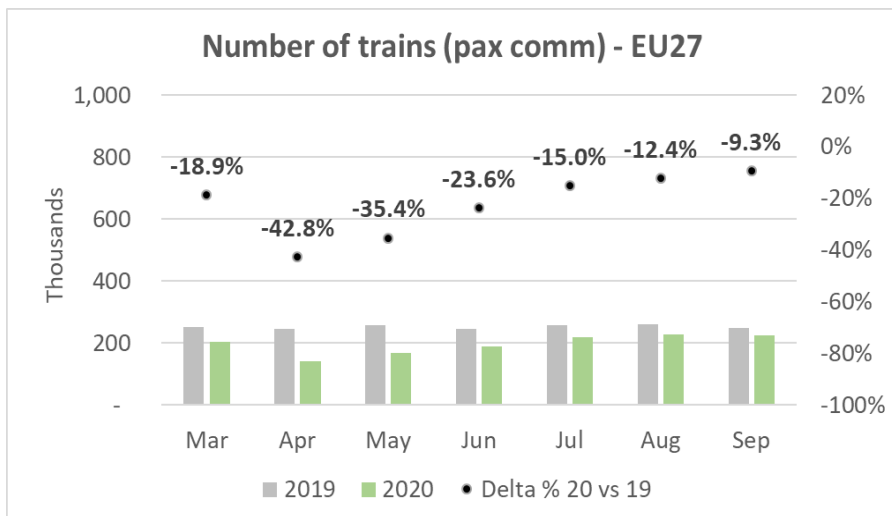
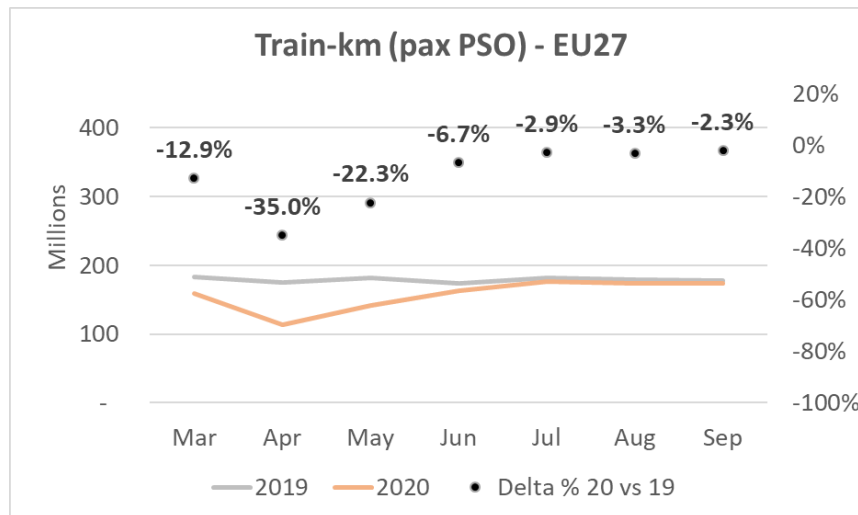
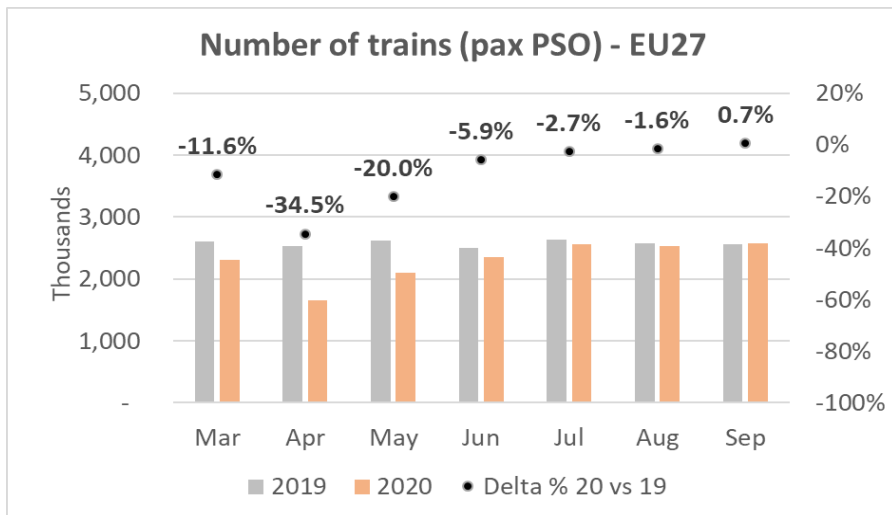
Mandatory data set and who delivered?

- Volumes in train numbers:
 - Total
 - Total passenger market segments and for the segments passenger PSO and passenger open access / commercial market segment as well as any other applied
 - Total freight market segments: Freight market segments 1, 2,...
- Volumes in train-km for the same segments
- Path allocation:
 - Overall number of paths allocated annual and adhoc timetable (ad hoc for passenger and for freight segment)
 - Changes in path allocation: Number of paths cancelled (freight/passenger); number of amendments to allocated paths
- Almost all IMs delivered data on **volumes in train numbers and train-km**

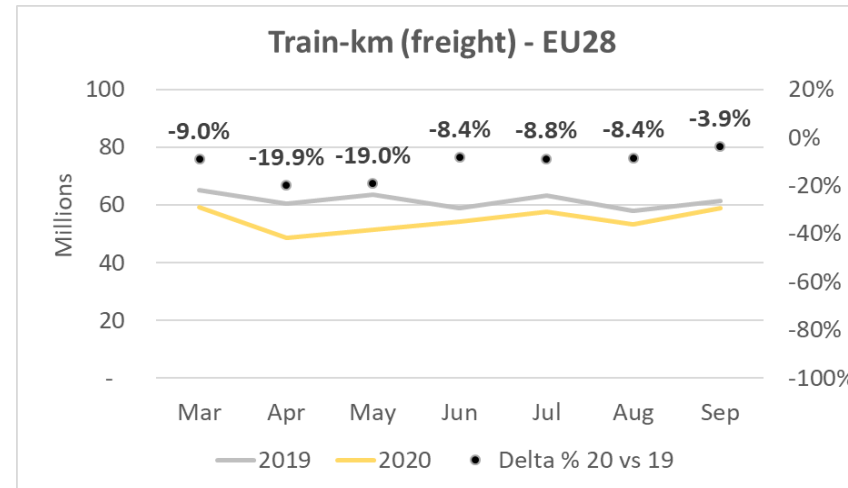
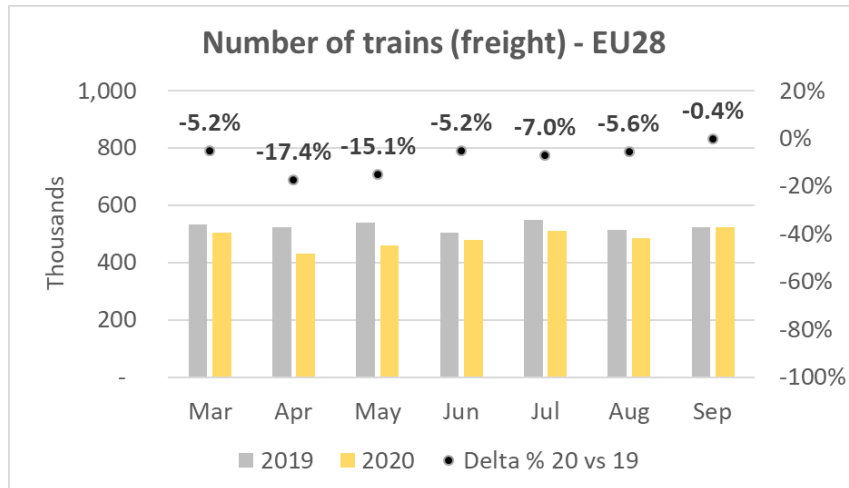
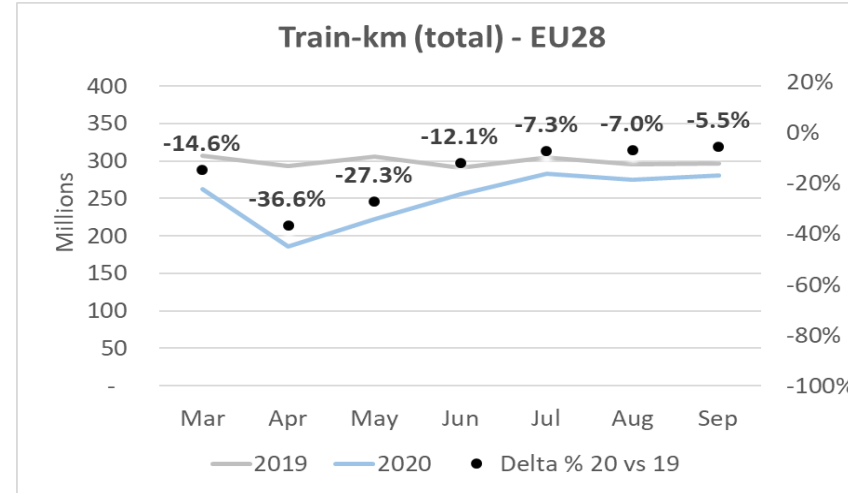
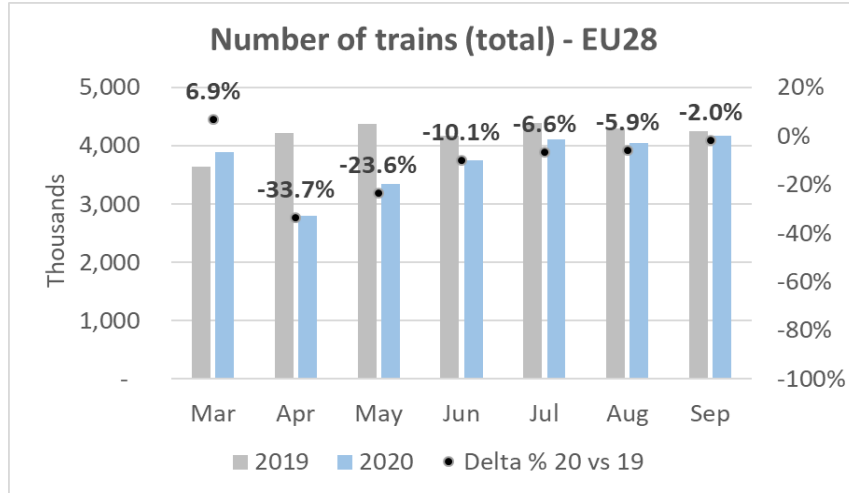
Overview for EU 27



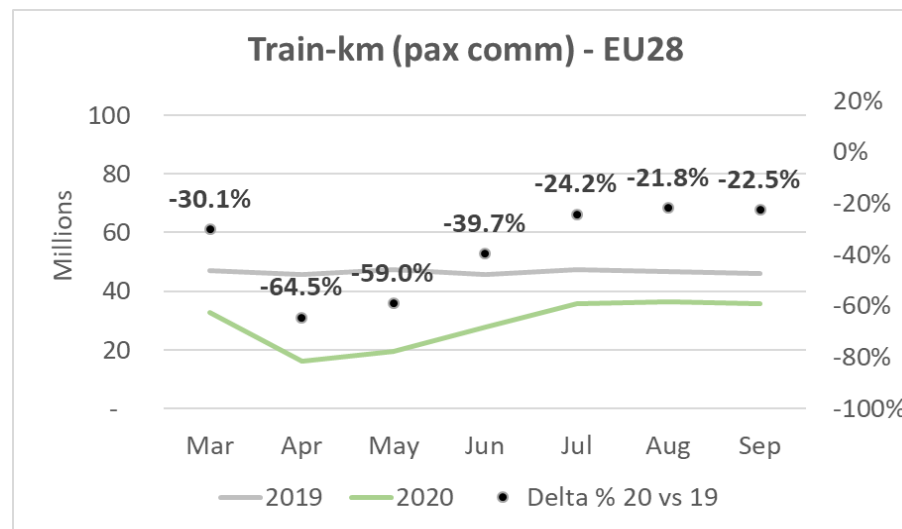
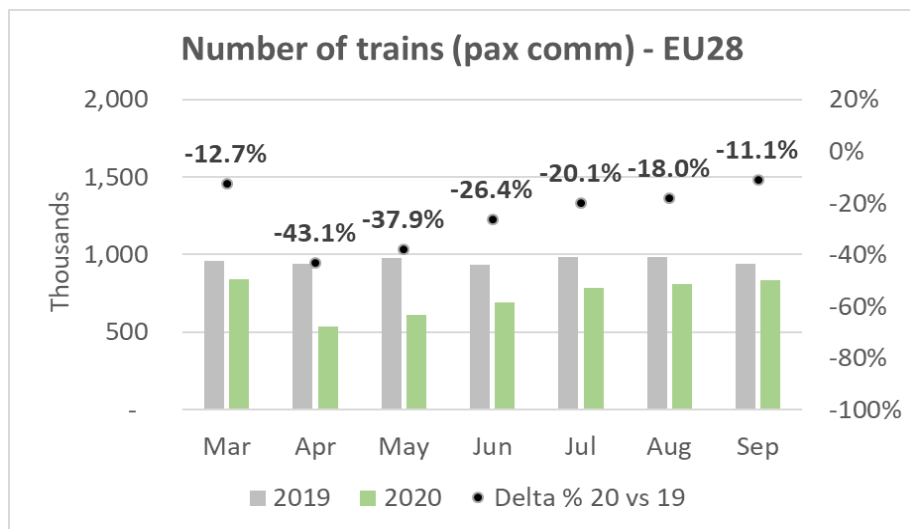
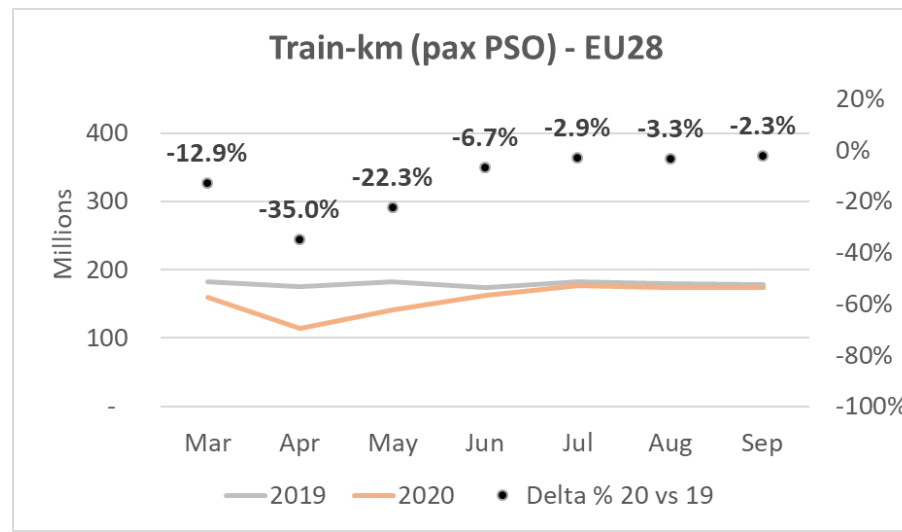
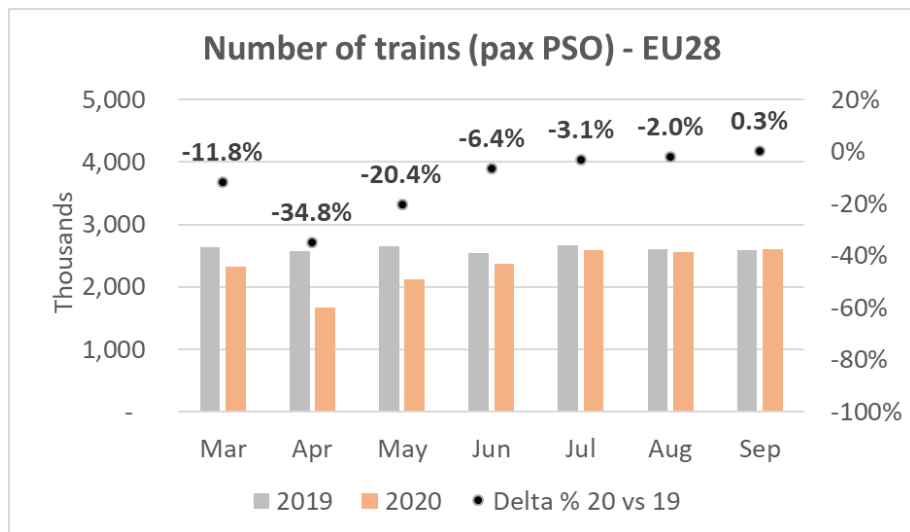
Overview for EU 27



Overview for EU 28



Overview for EU 28



In detail (for EU27), comparison March/Sept 2019/2020:

- **Deep impact on passenger services, lower impact on freight services:**
 - March/Sept 2020: pass. services in train-km -16.9%; freight services -11.1%.
 - Sept 2020: total train-km -5.5%.
 - March/Sept 2020: number of pass. trains - 11.1%; number of freight trains -8.2%.
 - Sept 2020: total number of trains circulating recovered, but significant differences across segments, in particular the number of pass. commercial trains.
- **Persisting effect on pass. commercial services:**
 - March/Sept 2020: PSO pass. services -12.2%; commercial pass. services -37.3%.
 - Sept 2020: total pass. train-km -6.0%; commercial pass. train-km -22.5%.
 - March/Sept 2020: number of PSO pass. trains -10.8%; number of commercial pass. trains -22.4%.
 - Sept 2020: number of pass. trains total same as Sept 2019, but number of pass. commercial trains still -9.3%.

Conclusions (1)

- Rail has shown a certain resilience in the crisis.
- The pandemic hit harder the passenger service segment and, within it, the commercial passenger service segment, with a significantly reduced offer experienced consistently across all Member States => huge impact on the competition in the rail passenger markets.
- The passenger services offered under a public service contract were also hit by the pandemic, but to a lesser extent. They also appear to have recovered faster, at least in terms of volumes, despite differences across Member States => higher resilience linked to public service obligations compensation.
- The reduced mobility of people mainly had a significant impact on the use of rail passenger services. Many industries ceased their production, reducing the amount of goods carried by rail freight operators.

Conclusions (2)

- In the period between March 2020 and September 2020 the COVID-19 pandemic has had an exceptional and deep negative impact on the rail sector, putting at risk the provision of some rail transport services.
- The Commission will assess the possible extension of the reference period of the Regulation 2020/1429 in this light.
- In case of an extension and for a reassessment of the development of the situation in March 2021, European infrastructure managers will be asked to deliver the same data set when half of the prolongation period has elapsed.
- IM efforts to provide data is appreciated. Important to strive for complete data sets.

Thank you



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