

Ljubljana, 10. maj 2021

ODPRTO PISMO 36 OKOLJSKIH ORGANIZACIJ PROMETNIM MINISTROM EU PRED SREČANJEM SVETA
MINISTROV ZA PROMET 3. JUNIJA 2021

Zadeva: Preusmeritev mednarodnih potniških potovanj na železnico, uresničitev ciljev evropskega leta železnic 2021

Spoštovani minister Vrtovec!

Kot minister pristojen za promet se boste kmalu pridružili kolegom na zasedanju Sveta ministrov za promet 3. junija in razpravljali o prihodnosti železniških potovanj. Evropsko leto železnic 2021 je edinstvena priložnost za EU in nacionalne vlade, da okrepijo mednarodni potniški promet v Evropi.

[Evropska agencija za okolje](#) je železniški promet označila za najbolj trajnosten način motoriziranega potniškega prometa. **Poskrbite, da postanejo vlaki očitna izbira potovanj za ljudi v Evropi:** Evropa potrebuje privlačno in gosto mrežo mednarodnih vlakov za dolge razdalje, vključno s pogostimi dnevnimi vlaki ter nočnimi vlaki, primernimi za večje razdalje.

[Ankete](#) kažejo, da so ljudje v Evropi pripravljeni preiti z zračnega na železniški promet - tudi za mednarodna potovanja. Vaša odgovornost je, da se spremembe zgodijo. Državljeni EU zahtevajo udobne povezave, primeren čas potovanja, poštene cene, enostavne možnosti rezervacij in zaščito pravic potnikov. To zahteva pravične pogoje na trgu za železnico v primerjavi z letalskimi prevozi in cestnimi potovanji.

Platforma za potnike v mednarodnem železniškem prometu (*angl. International Passenger Rail platform*) je v svojem [poročilu](#) opredelila številne izzive glede izkušenj uporabnikov in digitalizacije, storitev, infrastrukture in pravnega okvira. Kljub temu opažamo velike vrzeli (npr. nikjer niso omenjeni konkurenčni pogoji za različne načine prevoza) in pomanjkanje konkretnih odzivov.

Za uspešno doseganje ciljev evropskega leta železnic bi morale evropske vlade na zasedanju Sveta EU za promet razpravljati in podpreti naslednje ukrepe (podrobnosti glede naštetih predlogov so utemeljene v prilogi):

- 1) Uvedba vsaj 30 novih hitrih vlakov (Europe Express) in linij nočnih vlakov med letoma 2021 in 2025 ter čim prej izboljšati storitev s sprejetjem Evropskega voznege reda;**
- 2) Uvesti program financiranja za interoperabilni vozni park in spalne vagone;**
- 3) Se obvezati k izmenjavi podatkov v realnem času in podatkov o vozovnicah za železniške prevoznike;**
- 4) Znižati pristojbine za dostop do tirov za mednarodne vlake, opustiti subvencije v letalstvu in ukiniti lete na kratke razdalje;**
- 5) Povečati javne naložbe v odpravo infrastrukturnih vrzeli in posodobitev obstoječe infrastrukture.**

Brez usklajenega in odločnega ukrepanja evropsko leto železnic ne bo doseglo svojega namena, čeprav prav zdaj potrebujemo dobro infrastrukturo za razvoj trajnostnega prometa. Po več desetletji zanemarjanja je čas za vlaganje v panogo, ki nas lahko popelje v svetlo prihodnost.

S spoštovanjem,

36 organizacij po abecednem vrstnem redu:

2Celsius	Greenpeace
Back on Track	Institute for Political Ecology
Bahn für Alle	Inter-Environnement Wallonie (IEW)
Bond Beter Leefmilieu (BBL)	KolejDEPL
Center for Transport and Energy (CDE)	Legambiente
Center za trajnostni razvoj podeželja Kranj -	Ljubljanska kolesarska mreža - Ljubljana cycling
Center for Sustainable Rural Development Kranj	network
Civil Affairs Institute	Natuur&Milieu
Clean Air Action Group (Levego)	Odraž
Collectif Oui au train de nuit	ProKolej
Council for Sustainable Transport	Promoció del Transport Públic (PTP=
Ecocity	RAC France
Ecodes	Savez za Željeznicu - Pro Rail Alliance (SZZ)
Ecologistas en accion	Stay Grounded
Eco-union	Transport Exclusion Association
Fahrgastverband Pro Bahn	Transport&Environment
Focus, društvo za sonaraven razvoj	Verkehrsclub Deutschland (VCD)
Germanwatch	Verkehrsclub Österreich (VCÖ)
Green Transition Denmark	Zelena Akcija

20



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BETER
LEEF
VOOR DE
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Bündnis
Bahn für Alle

CDE Centre for Transport and Energy



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GERMANWATCH

GREENPEACE

GREEN TRANSITION
DENMARK



INSTITUTE FOR
POLITICAL ECOLOGY

INSTYTUT
SPRAW
OBYWATELSKICH



POLSKO-NIEMIECKA
KOLEJ PASAŻERSKA

LEGAMBIENTE



Levegő Munkacsoport



ANNEX / PRILOGA

1) Commit to 30 new Europe Express lines and night trains between 2021 and 2025, and short-term service improvements, towards a European timetable

Starting in 2021:

- Governments should commit to 30 new international day-time or night train lines on existing infrastructure as well as short-term improvements in frequency and travel time for existing lines, to be implemented between 2021 and 2025.
- Governments should also set up a working group for a “Europakt”, a European timetable with trains and connections at regular intervals, assisted by the European Railway Agency, infrastructure managers and rail operators, which would also develop a timetable vision for 2030 and the foundations of a **permanent European body** to coordinate the network.
- **Public support** must be made available for those stretches of lines that are not financially viable, either with cross-border Public Service Obligations or seed funding.

Why?

Attractive rail connections are missing between many major European cities, with either no service or too many changes or insufficient frequency. While the Trans Europ Express 2.0 initiative focuses on a few lines and does not guarantee that they will actually be operated, the European Commission plans only 15 pilot projects only by 2030. A common vision for a comprehensive European network of day-time and night trains will make capacity planning easier and help to identify service gaps.

2) Launch a funding programme for interoperable rolling stock and sleeping carriers

Starting in 2021:

Governments shall task the Commission with launching a funding programme for a pool of interoperable rolling stock and sleeping carriers. The phase-out of air travel subsidies and recovery funds can provide resources.

Why?

Equipping rolling stock for international lines with various safety and signalling systems increases costs by around 40%. The roll-out of the EU-wide signalling and speed control system (ERTMS) and increasing harmonisation will still take decades. The extra costs of interoperable rolling stock and the lack of sleeping carriers, are major obstacles for the development of new lines. In addition, such a project will contribute to a green and fair recovery by creating many sustainable jobs.

3) Make sharing of real-time and ticketing data mandatory for rail operators

Starting in 2021:

Governments should task the Commission to develop a rail ticketing regulation that enables passengers to search and book rail tickets across Europe with one click, up to 9-12 months in advance, under the protection of passenger rights for the entire trip.

Why?

Integrating information from different rail operators is technically possible but many rail operators do not share the necessary data and ticket selling rights, and do not sell through-tickets, despite the sector's promises to address this problem already many years ago.

4) Reduce track access charges for international trains and decrease flights

Starting in 2021:

Governments should make it mandatory for Member States to reduce charges to direct cost levels for international, including night trains. In the meantime, countries should already use the flexibility they have to reduce track access to direct cost levels and cover additional infrastructure costs through their national budgets. Governments should also agree to phase out air travel subsidies and ban cross border and domestic short-haul flights where there is a night train or reasonable day-time connection.

Why?

Many governments charge not only the direct costs of infrastructure use, but also additionally high mark-ups - sometimes specifically for international trains. The longer the distances covered, the higher the costs. EU regulation already gives Member States the flexibility to reduce track access charges, without any need for adjusting EU legislation. Airlines enjoy tax benefits that make travelling by train less attractive. [Ten of the twenty busiest European air routes](#) can be connected in less than six hours by train.

5) Increase public investment in closing infrastructure gaps and modernizing existing infrastructure

Starting in 2021:

Governments should support an increase of European investment to upgrade rail infrastructure and ask the Commission to report annually on the amount and share of EU transport funding dedicated to rail infrastructure projects. They should also agree to dedicate a higher share of each country's recovery and cohesion funding to cross-border rail projects and report progress annually to the European Commission.

Why?

Current national and EU budget plans do not provide sufficient financing for rail infrastructure. Electrification, roll-out of ERTMS, increasing capacity on nodes and key corridors, and closing missing links are key to make infrastructure that is fit for a rail renaissance.