

FACT SHEET NO.: 7 / 3

PERFORMED BY: LET

A GENERAL INFORMATION		
A 1	Category	4 Internal markets
A 2	Subcategory	4.2 Internal Market (intramodal) - rail
A 3	Transport policy measure (TPM)	Opening of the domestic rail passenger market; Community railway liberalisation SEC(2004)236, COM(2004)139
A 4	Description of TPM	Opening national market for freight and passenger transport have been widely support by EU legislation since 1991. Open Europe-wide passenger market encourage greater competition for different railway companies in order to increase the service quality and a dramatical shift of passenger transport to European high-speed rail network. The European Railway Agency have invested millions of euro to promote the interoperability and harmonise technical standards of railway systems.
A 5	Implementation examples	
A 6	Objectives of TPM	It aims to 1. Promote the use of environmental friendly railway transport and improve the attractiveness and competitiveness of passenger railway transportation 2. Improve railway passenger transportation service quality by liberalisation of national and international markets 3. Reduce the financial burdens of public service and enhance the integration of Europe-wide railway system management and operations
A 7	Key changes concerning:	
A 7.1	- Choice of transport mode / Multimodality:	Significant modal shift to rail for medium-distance passenger transportation by 2050 after completing a European high-speed rail network [2].
A 7.2	- Origin and/or destination of trip:	Origin and/or destination changes due to a more competitive railway transport service
A 7.3	- Trip frequency:	Reduce vehicle-kilometres and trip frequency due to a more accessible and fast railway transport service
A 7.4	- Choice of route:	Possible changes in a enlarged railway network
A 7.5	- Timing (day, hour):	
A 7.6	- Occupancy rate / Loading factor:	Increase the occupancy rate of railway vehicle
A 7.7	- Energy efficiency / Energy usage:	Improve energy efficiency when larger shift to railway transport due to the opening markets and competition of railway operators
A 8	Main source	[2][3]

B IMPACTS																																																																																																																																																																											
B 1	OVERVIEW ON IMPACTS	<table border="1"> <thead> <tr> <th colspan="14">AFFECTED SEGMENTS</th> <th colspan="2">Geographical level</th> <th colspan="2">Source</th> </tr> <tr> <th colspan="5">Passengers</th> <th colspan="6">Transport operators</th> <th rowspan="2">Employees in transport</th> <th rowspan="2">Residents</th> <th rowspan="2">Economy</th> <th rowspan="2">Public bodies</th> <th rowspan="2">Society</th> <th rowspan="2">1st level</th> <th rowspan="2">2nd level</th> <th rowspan="2">Source of assessment</th> <th rowspan="2">Spatial level of source</th> </tr> <tr> <th>Road</th> <th>Rail</th> <th>Air</th> <th>Public transport</th> <th>Slow modes</th> <th>Road</th> <th>Rail</th> <th>IWW</th> <th>Air</th> <th>Maritime</th> <th>Public transport</th> </tr> </thead> <tbody> <tr> <td>B 1.1</td> <td>Summary</td> <td colspan="18"> 1. Opening national and international market and integrated Europe-wide railway network may reduce travel time and cost of passenger transport and have positive effects on environment and health. However, the competition between different operators for long IC and High Speed services can reduce the supply of regional services (this happened in Italy) eventually increasing the travel cost for passengers (time is actually reduced). 2. Negative impact on airline industries due to the competition of integrated railway system </td> </tr> <tr> <td>B 1.2</td> <td>Summary: Income groups</td> <td colspan="18">More attractive price due to opening market may increases the accessibility of lower income group for the use of railway system. However it may also increase trip price of certain region due to the modification of service network and competitions between different operators.</td> </tr> <tr> <td>B 1.3</td> <td>Summary: Age groups</td> <td colspan="18"></td> </tr> <tr> <td>B 1.4</td> <td>Summary: Disabled people</td> <td colspan="18"></td> </tr> <tr> <td>B 1.5</td> <td>Summary: Gender groups</td> <td colspan="18"></td> </tr> <tr> <td>B 1.6</td> <td>Summary: Ethnic groups</td> <td colspan="18"></td> </tr> </tbody> </table>	AFFECTED SEGMENTS														Geographical level		Source		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport	B 1.1	Summary	1. Opening national and international market and integrated Europe-wide railway network may reduce travel time and cost of passenger transport and have positive effects on environment and health. However, the competition between different operators for long IC and High Speed services can reduce the supply of regional services (this happened in Italy) eventually increasing the travel cost for passengers (time is actually reduced). 2. Negative impact on airline industries due to the competition of integrated railway system																		B 1.2	Summary: Income groups	More attractive price due to opening market may increases the accessibility of lower income group for the use of railway system. However it may also increase trip price of certain region due to the modification of service network and competitions between different operators.																		B 1.3	Summary: Age groups																			B 1.4	Summary: Disabled people																			B 1.5	Summary: Gender groups																			B 1.6	Summary: Ethnic groups																		
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B 2.IV	Summary / comments concerning the main impacts	1. Shift to railway transport reduces road and air traffic congestion Rail congestion may be reduced for certain lines but it is possible that for certain main axes during peak hours, rail congestion situation may be worse. 2. It promotes indirectly multimodal passenger transportation system development 3. Improve the occupancy rate of existing railway infrastructure capacity																																																																																																																																														
B 2.V	Quantification of impacts	By 2050 the majority of medium-distance passenger transport should be carried out in a integrated European high-speed rail network.[2]																																																																																																																																														

B 3	ECONOMIC IMPACTS	AFFECTED SEGMENTS														Geographical level		Source				
		Passengers					Transport operators					Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source		
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime										Public transport	
B 3.1	Transport costs	→	↘				↘	↘											I	N	E	
B 3.2	Private income / commercial turn over		↘																I	N	E	
B 3.3	Revenues in the transport sector		↘																N	R	E	
B 3.4	Sectoral competitiveness																		I	N	E	
B 3.5	Spatial competitiveness																		L	R	E	
B 3.6	Housing expenditures		↘																L	R	E	
B 3.7	Insurance costs																					
B 3.8	Health service costs																		L	R	E	
B 3.9	Public authorities & adm. burdens on businesses																		I	N	S	
B 3.10	Public income (e.g.: taxes, charges)																		N	R		
B 3.11	Third countries and international relations																					
B 3.I	Overall impacts on social groups																					
B 3.II	Implementation phase																					
B 3.III	Operation phase																					
B 3.IV	Summary / comments concerning the main impacts	1. Shift to railway transport reduces road and air traffic congestion 2. It promotes indirectly multimodal passenger transportation system development 3. Improve the occupation rate of existing railway infrastructure capacity [2] 4. Better accessibility to railway connected stations improves the competitiveness of these areas. It is the reason for higher housing expenditure. About the downwards arrow on transport costs (row B 3.1 above) see comments above.																				
B 3.V	Quantification of impacts																					

B 4	SOCIAL IMPACTS	AFFECTED SEGMENTS														Geographical level		Source				
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B 4.1	Health (incl. well-being)		↘																L	R	E	
B 4.2	Safety		↘																L	R	E	
B 4.3	Crime, terrorism and security																					
B 4.4	Accessibility of transport systems		↘	↘	↘														L	R	E	
B 4.5	Social inclusion, equality & opportunities		↘																L	R	E	
B 4.6	Standards and rights (related to job quality)																					
B 4.7	Employment and labour markets																		I	N	E	
B 4.8	Cultural heritage / culture																					
B 4.I	Overall impacts on social groups																					
B 4.II	Implementation phase																					
B 4.III	Operation phase																					
B 4.IV	Summary / comments concerning the main impacts	Market opening may induce labour and skill shortages for transport in the future [2]																				
B 4.V	Quantification of impacts																					

B 5	ENVIRONMENTAL IMPACTS	AFFECTED SEGMENTS														Geographical level		Source				
		Passengers					Transport operators					Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source		
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime										Public transport	
B 5.1	Air pollutants																		L	R	E	
B 5.2	Noise emissions																		L	R	E	
B 5.3	Visual quality of the landscape																					
B 5.4	Land use																					
B 5.5	Climate																		I	N		
B 5.6	Renewable or non-renewable resources																					
B 5.I	Overall impacts on social groups																					
B 5.II	Implementation phase																					
B 5.III	Operation phase																					
B 5.IV	Summary / comments concerning the main impacts																					
B 5.V	Quantification of impacts	The White Paper sets a transport-related greenhouse gases emissions (GHG) reduction target of 60% by 2050 compared to their 1990 level.[2][7]																				

C REFERENCES	
C 1	Other TPMs of this subcategory
C 2	References
	[1] European Commission (1996): A strategy for revitalising the community's railways. [2] European Commission (2011): White paper "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system" [3] European Commission (2004): Further integration of the European rail system: third railway package. [4] European Commission (2007): Survey of competitiveness of the EU rail supply industry, final report ITLR-T17297-003. [5] European Commission (2008): Towards an integrated European railway area [6] European Commission (2009): Proposal for a Directive of the European Parliament and of the Council Amending, Council Directive 91/440/EEC on the development of the Community's railways [7] The European rail industry (2011): UNIFE Annual Report 2011