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**4<sup>th</sup> Railway Package – Cross-border –  
Perspectives and Challenges**

# Point of Departure

*Negotiating the Regulation of the Agency*

Art. 83 and Art. 2

Transition and objective

- **Commission's Approach**
  - 71 % in favour of more competition
- **Danish Parliament**
  - To increase modal share from road to rail
  - To strengthen competitiveness

# Preparing for Shadow Running



- **Active role of the Agency**
- **Interface between Agency and NSAs**
- **Common rail safety approach**
- **Easy for the RUs to require Safety Certificates and to pay fees**
- **TSIs of high quality**

# Preparing the new Legal Acts and Tools



- **4 Delegated Acts**
- **10 Implementing Acts**
- **Commission's Expert Group + RISC**
- **The Practical Tools:**
  - Cooperation agreements – apportioning of fees**
  - Monitoring NSAs– safety and interoperability**
  - One-Stop-Shop – early warning**
  - Registers – need of new ones**

# Applying combined Experience



## Traditional Approach through the Fora

- **Working groups and seminars - basic**
- **RISC (SERAC)**
- **The Management Board**

# **Cross-Border Focus**

## **Rail Freight Corridors – concerted effort Modal Strength and Interoperability**

### ***Implementation Plan***

- **Quality: In line with timetable, IT Interfaces**
- **Capacity: Increased interoperability, Mitigation of bottlenecks, Planned capacity available**

***The Scan.-Med. extended into Finland***

# Waiting for the volume to increase

**White Paper: In 2030 shift 30% of freight from road to rail**



# Next move: Implementation HCW@TBST.dk

