



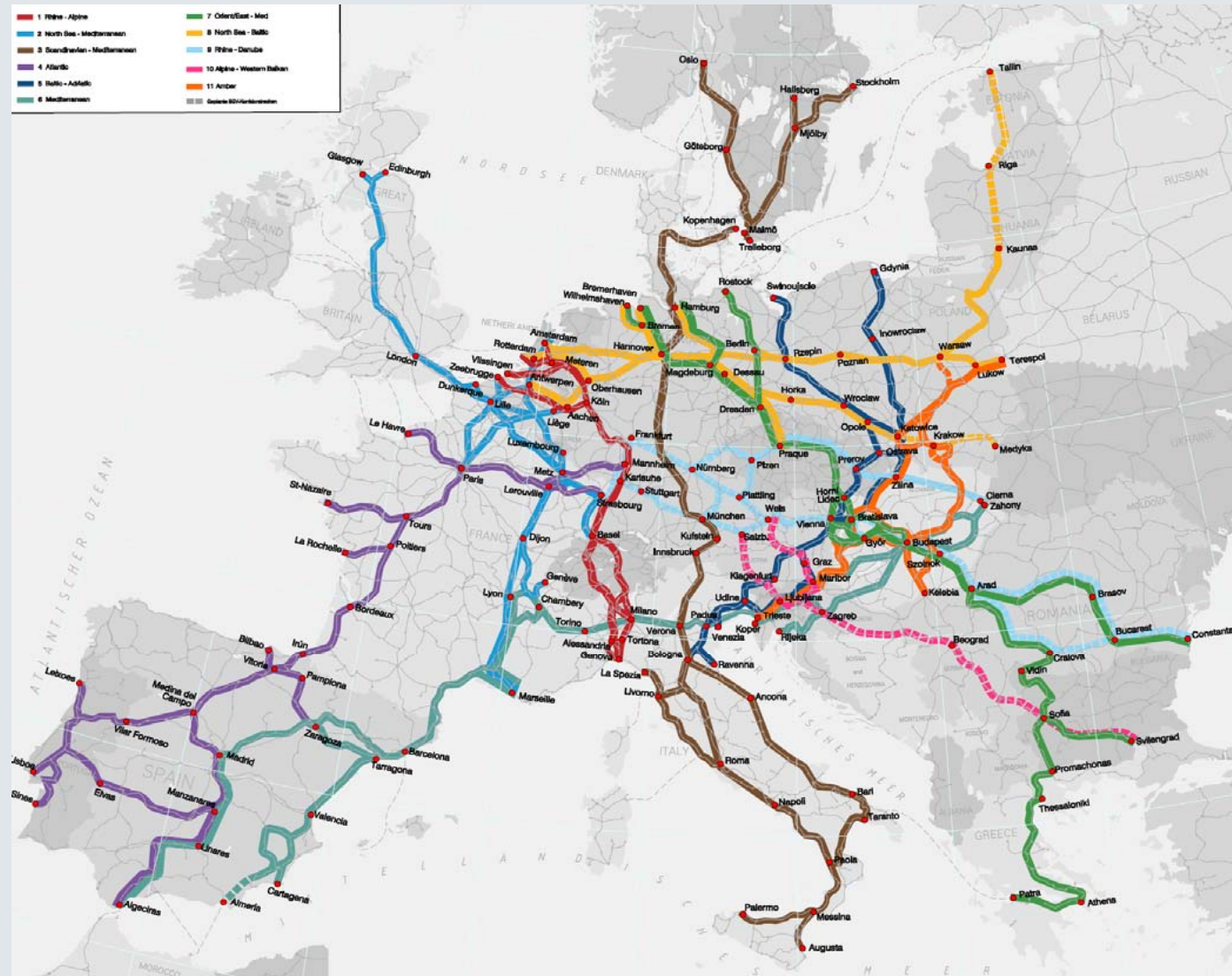
Corridoi ferroviari merci europei

Scenario attuale e sviluppi futuri

DB Cargo AG | Andrea M. Penso | F.CBP 6 | Milano | 2019-11-21

Rail Freight Corridors

- Which is currently the general situation?
- Are investments being realized in an holistic and coordinated manner?
- Which are the critical elements that impeded a significant increase of modal share for rail in Europe?
- Which are the factors that could enhance the modal shift?



The development of rail freight

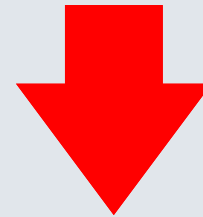
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2. RU initiatives improve the situation
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An ambitious target...

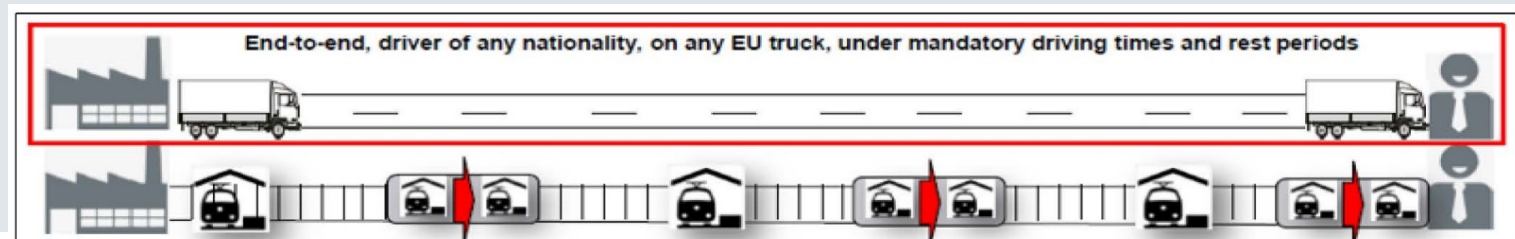
European Commission's 2011 White Paper on Transport targets to shift 30% of road freight volume over distances > 300 km to rail and waterborne transport in 2030.



many, heterogenous national rules
lacking harmonisation and interoperability
infrastructure bottlenecks
operational hurdles



high cost, low productivity
many disturbances, low reliability
limited growth



...requires a strong commitment



Rotterdam Declaration 2016:
Ministers express their strong support for the development of international rail freight transport

1. Time Table Redesign (TTR)
2. Capacity offer enhancement on RFCs
3. Improving coordination on Temporary Capacity Restrictions (TCRs)
4. Enhanced use of Path Coordination System (PCS)
5. Improved harmonization of processes at borders
6. Train tracking and Expected Time of Arrival (ETA)
7. Prioritization, funding, monitoring of TEN-T parameters
8. ERTMS Implementation
9. Quality monitoring of freight services with implemented and shared KPIs
10. Harmonization of the Corridor Information Document (CID)
11. Contingency planning
12. Reduced language requirements
13. IT solutions for operational information

The general political climate is good, we bring the environmental benefits to the public: Rail Freight Forward

Rail freight companies fighting for more freight on rails

- Rail Freight Forward is a coalition of European rail freight companies that are committed to drastically reduce the negative impact of freight transport on the planet and mobility, through innovation and a more intelligent transport mix. It currently consists of 18 members¹.
- The coalition has the ambition to increase the modal share of rail freight in Europe from currently 18% to 30% by 2030 as the macro-economic better solution for European growth.
- That's why we sent the longest mobile artwork - Noah's Train - on its journey through Europe.



¹) Participating RUs: CER, DB Cargo, SNCF Fret, Lineas, PKP Cargo, Mercitalia, SBB, BLS, Green Cargo, CD Cargo, Rail Cargo Group, LTE Group, Ost-West Logistik, ZSSK Cargo, CFL
Associate members: VDV, ERA, ERFA, UIC

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RU initiatives improve the situation



- Interoperable multiple-system locomotives
- Centralized international transport management
- Cross-border deployment of locomotive drivers
- Multilateral operational and safety related agreements

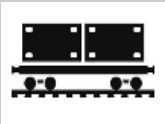
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Concrete sector initiatives promise success through coordinated work with all stakeholders



- UIC **Xborder**: ideal border section concept as reference for improving cross border infrastructure setup and operative processes
- UIC **RU-handbook for International Contingency Management**: set guidelines for solidary RU interaction in case of severe contingencies
- UIRR **ELETA**: electronic exchange of ETA information



- UIC/Xrail **Unified Braking Regime**: uniform European braking rules
- UIC/Xrail **Unified Train Composition**: uniform European train composition rules
- UIC/RNE **Language Programme**: lower language requirements for RU and IM operational staff
- RNE/RU **Real time information on train composition**: linking train run and train composition information
- RNE enhance **TIS data**: improve train tracing information



Concrete sector initiatives promise success through coordinated work with all stakeholders



- Revision of **annex VII to directive 2012/34**: market oriented mgmt. of temporary capacity restrictions (TCRs)
- Revision of **regulation 2015/995 TSI OPE**: Clean-up of national rules / Acceptance of tail plates / Standardized train composition message
- Revision of **annex VI to directive 2007/59 (train driver directive)**: possibility to test mitigation measures for reduced language requirement
- **Directive 2017/798 (4th railway package)**: single safety certificate for area of use including stretches in neighboring countries



- **RNE IM-handbook for International Contingency Management**: set guidelines for IM-IM and IM-RU to reduce impact of severe contingencies on the market
- **RNE TCR guidelines and TCR tool**: reduce the impact of temporary capacity restrictions on the market and simplify the related information

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The general situation

A platform has been created where all sector stakeholders can network, approach topics and define measures for the improvement of the competitiveness of rail freight from an international point of view.

Decision-making powers still remain very fragmented. National priorities, national interests still prevail on almost all relevant aspects.

The RFCs are experienced as a superstructure whose principles are adopted with little effect at the national level.

***Process for revision of regulation 2010/913
initiated by DG MOVE***

Some pros and cons in detail



PaPs: C-OSS supervises quality of international path offer
International capacity is safeguarded for rail freight

An international timetabling process has been set up

International information exchange on maintenance works takes place

International guidelines to manage the most impacting maintenance works are agreed upon

Open exchange about non harmonized infrastructure setups, regulations and operational processes takes place
First regional working groups to identify bottlenecks, operative hurdles and suboptimal process harmonization are called into life

RUs can express their ideas improvement of infrastructure

Internationally applicable tools are developed

PaPs cover only part of international capacity demand, capacity conflicts are solved nationally

National IMs' timetabling processes often deviate from the international standard

Capacity allocated for maintenance works is not yet overall harmonized internationally

The implementation of the guidelines is very different in each country

IMs are not always willing to act to overcome the differences

Concrete measures still not yet implemented

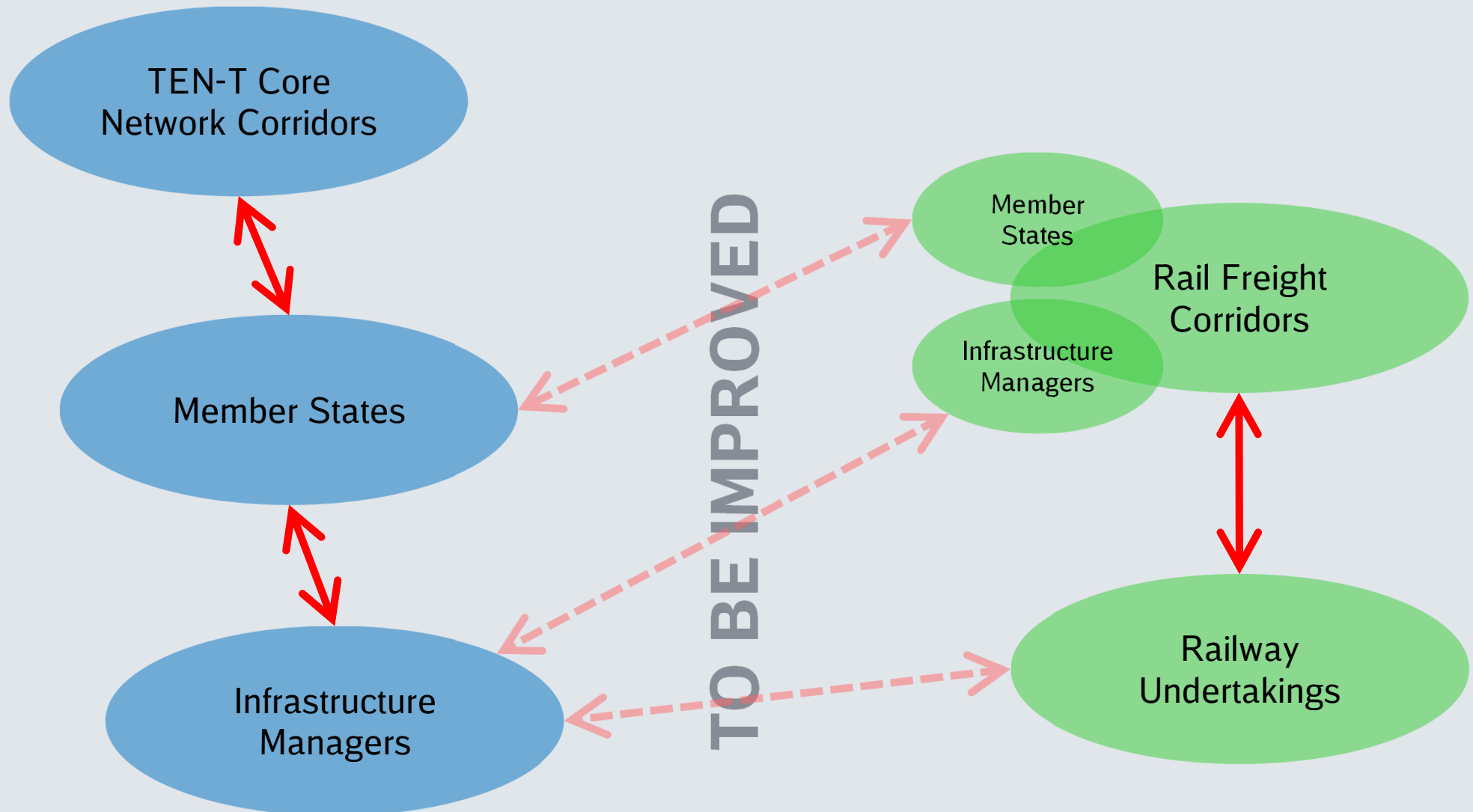
Decisions are taken by Member States with national IMs

The use in parallel of national tool is for many aspects still mandatory

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Investments are triggered by **TEN-T Core Network Corridors** together with Member States, have effect on **Rail Freight Corridors**



**Capacity
bottlenecks...**

Gotthard Base Tunnel

Monte Ceneri Base Tunnel

Terzo Valico Tunnel

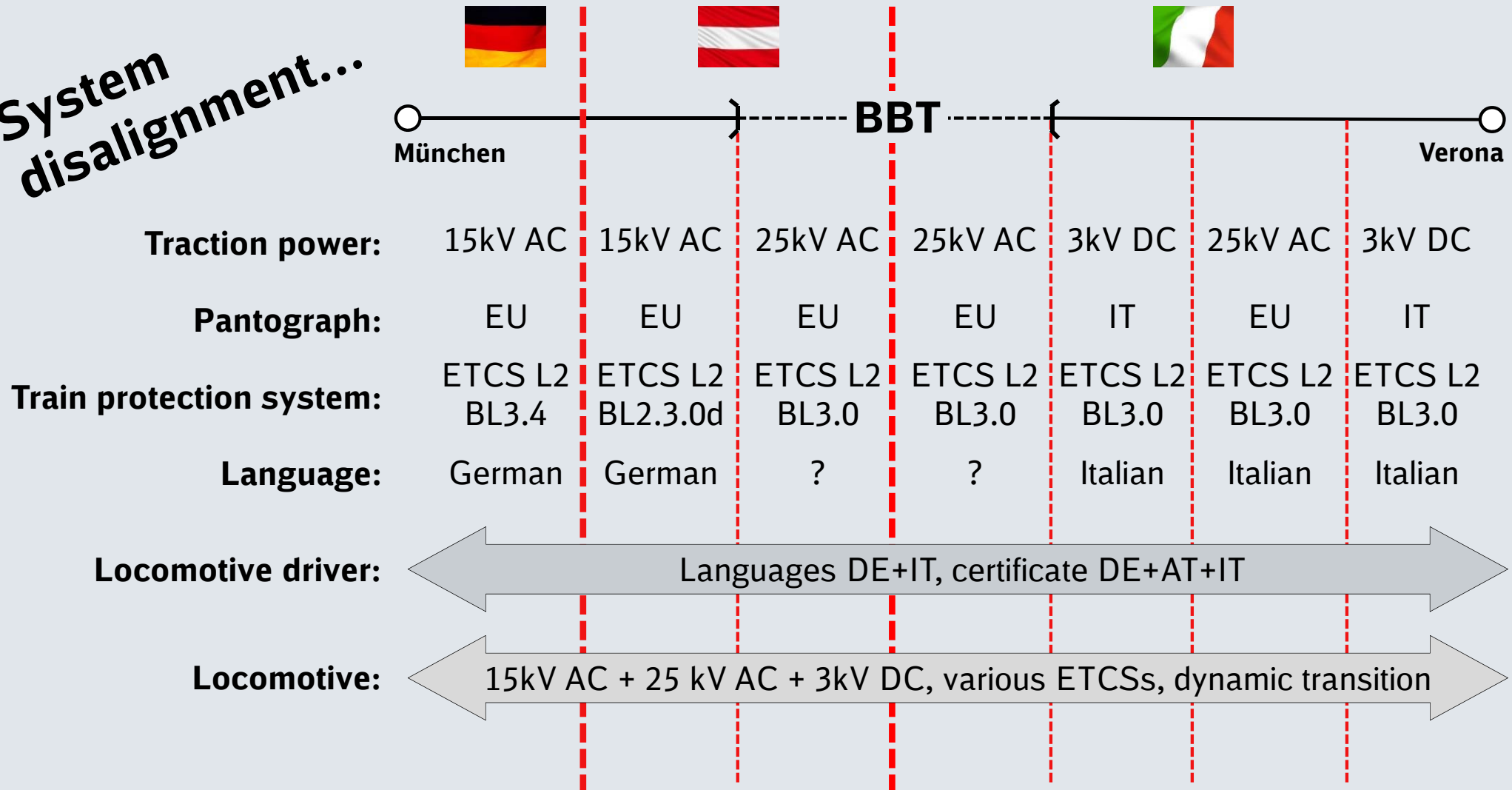
Brenner Base Tunnel

*The increased investments in infrastructure show a positive trend
but require increased alignment between Member States*

Brenner Base Tunnel

Example

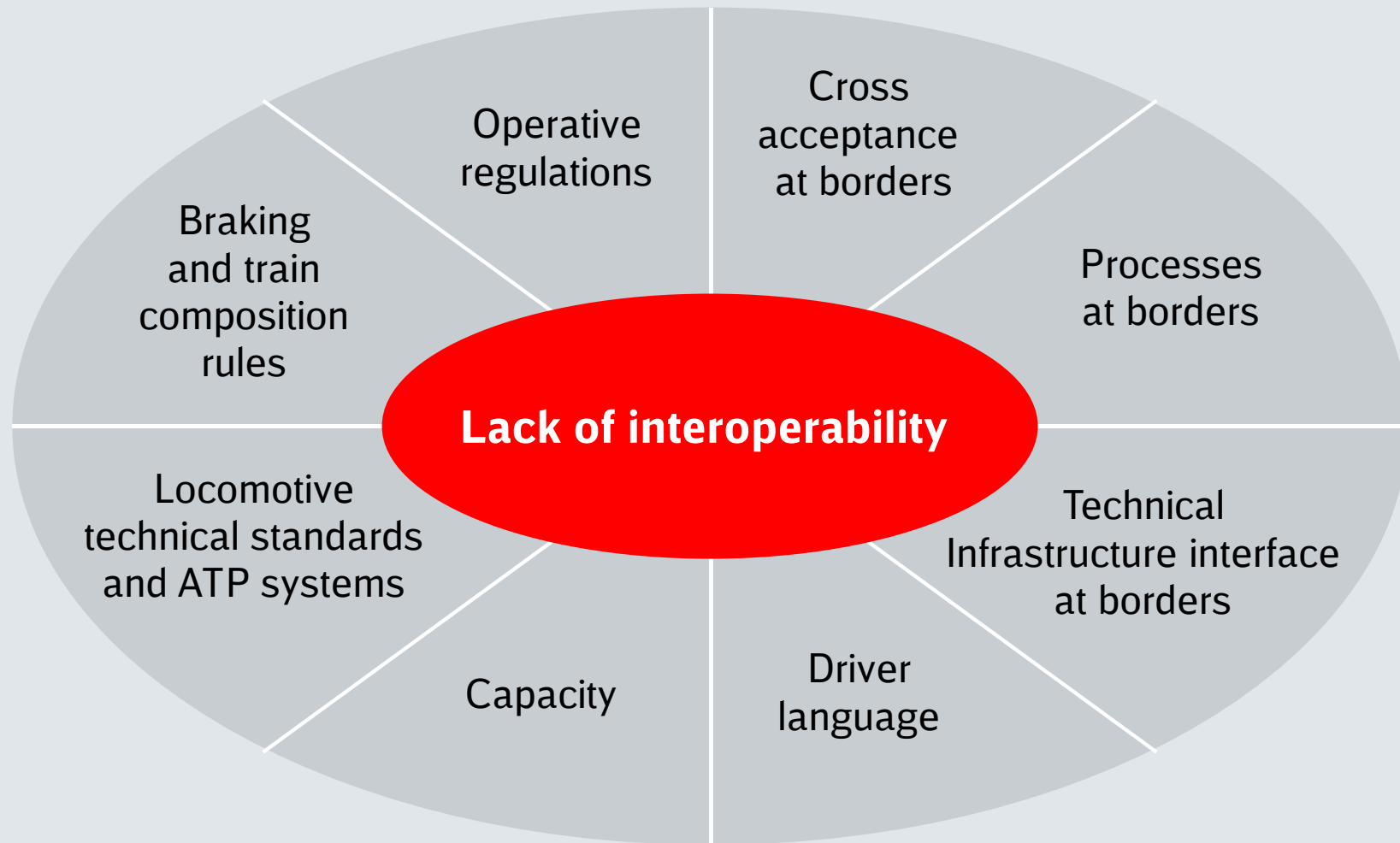
**System
disalignment...**



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Hurdles for the improvement of competitiveness of rail freight



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RUs, IMs and authorities can achieve the modal shift if they take the following actions in parallel



RUs have to offer superior innovative products for the benefit of the customer

- X-border language (level < B1, language programme)
- X-border section (define the ideal border station)
- Harmonisation of braking rules and train composition (one single European braking scheme)



IMs have to provide and manage interoperable and sufficient infrastructure which is „as easy to use as European roads“

- TTR (commercial conditions, pilots)
- TCR guidelines (survey implementation of annex VII)
- Fair Capacity Allocation (sufficient capacity for rail freight)

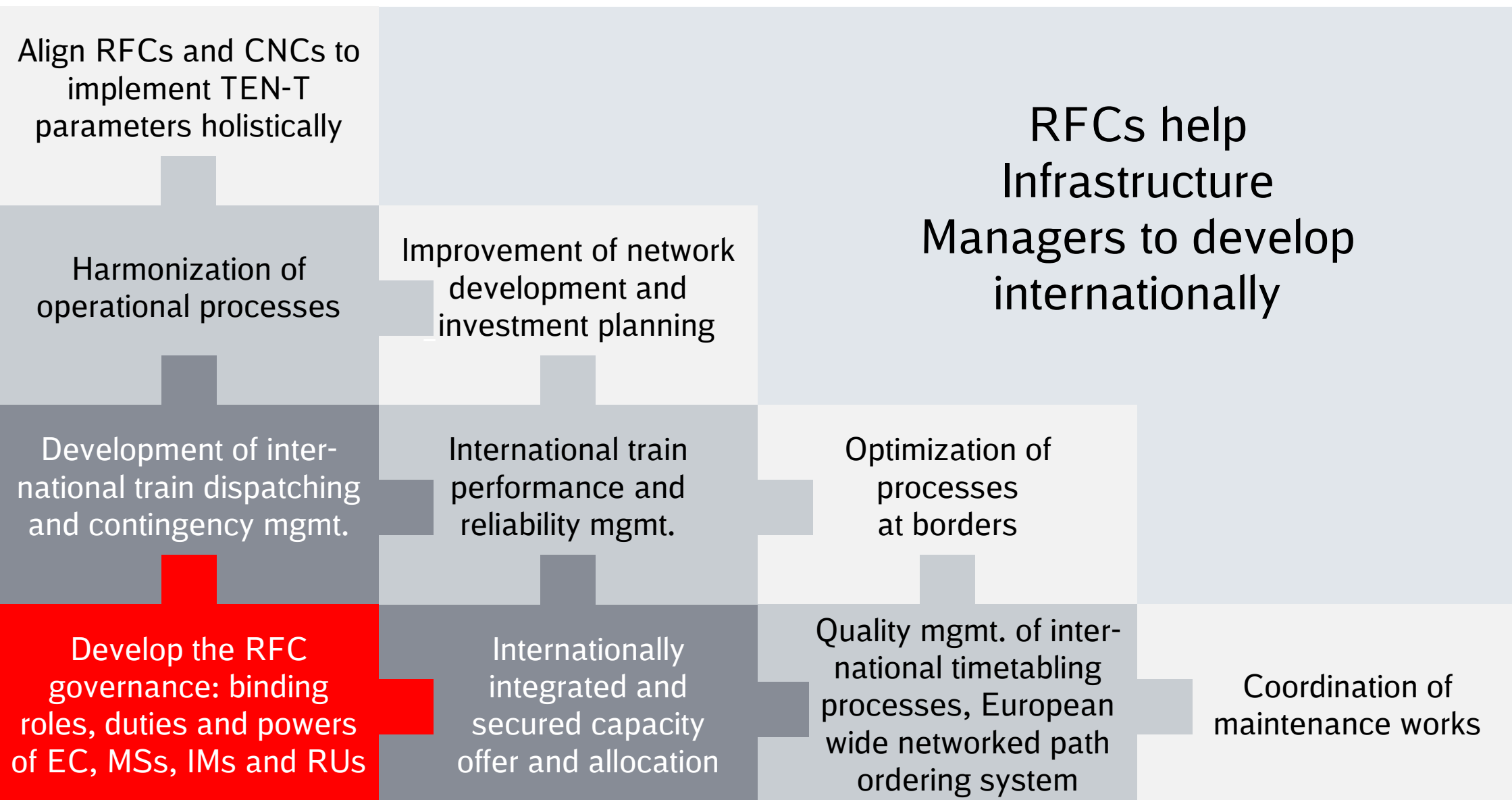


Policymakers and authorities have to ensure a stable regulatory framework and a level playing field for rail and all other modalities to nudge customers towards rail

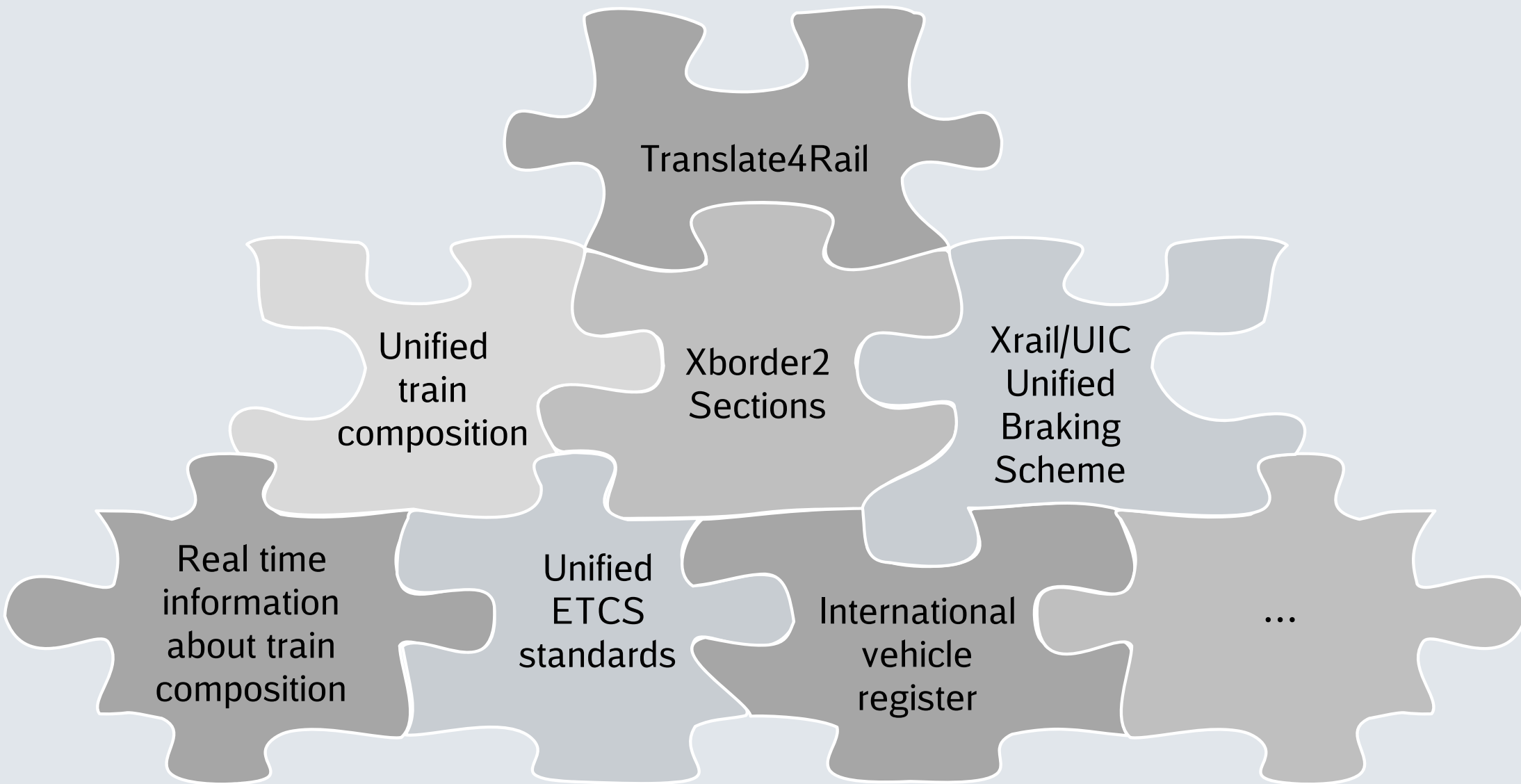
- Revision of Eurovignette directive
- Mobilise funding
- Revision of Intermodal Transport Directive

Develop infrastructure internationally through the RFCs

National networks → RFCorridors → European network



Support and contribute to standardization initiatives



Grazie per l'attenzione

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