

AMBER RAIL FREIGHT CORRIDOR

Developing Rail Freight Corridors - what should be the next steps ?

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RFC Amber | Who we are

- EU Rail Freight Corridor based on European legislation: **Commission Implementing Decision (EU) 177/2017** in connection with **Regulation (EU) 913/2010** concerning a European Rail Network for Competitive Freight
- Co-operation of five railway Infrastructure Managers and one Allocation Body: **SŽ-I** (Slovenia), **GYSEV** (Hungary), **MÁV** (Hungary), **ŽSR** (Slovakia), **PLK** (Poland) and the Hungarian Rail Capacity Allocation Office **VPE**
- First EU Rail Freight Corridor established on the initiative of Member States concerned: **Poland, Slovakia, Hungary, Slovenia**

Key objectives:

- Strengthen cooperation across borders
- Improve exchange with customers / corridor-users
- Facilitate international rail freight



RFC Amber | Active Member in a network

- Network of 11 corridors
- RFC Amber connecting to six other corridors
- Cooperation between RFCs ensured through the „RFC Network” under the umbrella of RailNetEurope
 - Network-wide Customer Information Platform (CIP): info-cip.rne.eu/
 - Guidelines and Specifications for harmonised structure of corridor documents, processes and KPIs
 - Joint projects for further development of RFC concept and services



Rail Freight Corridors (RFCs) map 2018
Including extensions expected in 2020 as indicated by the RFCs



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Challenges for European rail freight

A quality challenge:

- Improving reliability and punctuality – raising customer satisfaction and staff and resource utilization

A cost challenge:

- Improving cost competitiveness – higher productivity and more efficient train operations, i.a. through economies of scale and better capacity utilisation

A service challenge:

- Adding new added-value service features – allowing rail to (re-)enter into new / lost market segments, e.g. through electric power supply on wagons or provision of reliable ETA-information European-wide

A technical challenge:

- Fully exploiting the potential of digitalisation and automation in rail freight – closing technical gaps, ensuring reliability and resilience under real-world conditions and ensuring IT-safety

A European challenge:

- Achieving a truly Single European Rail Area – ensuring efficient harmonized solutions across Europe, implementing interoperability and a European market approach

Opportunities

- Revision of TEN-T Regulation
 - Market-oriented adaptation of the TEN-T Core and Comprehensive Network
 - Exploiting synergies between Rail Freight Corridors and European Transport Corridors
 - Developing minimum infrastructure requirements
 - Create incentives for Member States and Infrastructure Managers to develop infrastructure beyond minimum requirements
- Develop the RFCs into cross-border and cross-sectoral cooperation platforms fostering the development of international rail freight
- Learning from global experience and best practice – examples:
 - North-American rail freight system
 - Transsiberian Mainline
 - Dedicated Rail Freight Corridors in India

Examples of global best practice

Selected cases and key features



Network with infra and train parameters; landbridge and port-hinterland traffic



Fully electrified route between Europe and Asia; major reductions of transit times



Dedicated corridors for freight with double-stack trains with electric traction



Developing Rail Freight Corridors (I)

- Rail Freight Corridors as rail backbone of the European Transport Corridors
- Allow RFCs to develop in line with market needs
- Address new flow patterns (= new business opportunities !), i.a. stemming from growing Euro-Asian landbridge traffic
- Improve cost competitiveness of rail freight by improving infra and train parameters (train length, axle-load / meter-load, loading gauge, average speed)
- Deploy TEN-T minimum infrastructure standards
- Reflect potential to reduce Greenhouse Gas Emissions through modal shift in investment decisions to achieve EU Green Deal objectives

Developing Rail Freight Corridors (II)

- Further develop interfaces between modes (closing gaps in terminal network + adaptation of terminals to allow efficient rail operations)
- Fully exploit potential of automation and digitalization
- Ensure sufficient capacity for freight on mixed traffic networks
- Reduce time span between capacity request and train run
- Improve information about and handling of temporary capacity restrictions
- Strengthen cooperation between sector partners – across organisational borders
- Measures to improve hard and soft infrastructure must go hand in hand – take into account global experiences !

A vision for rail freight

Bringing together the best of two worlds

Strength of global best-practice cases:
Infrastructure and train operations
parameters and practices

Strength of EU Rail Freight Corridors:
Managing border-crossing situations,
procedures and cross-sectoral
cooperation

A world-class rail freight system with
highest performance in efficiency,
quality and sustainability



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Thank you for your attention!

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