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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 | Routing

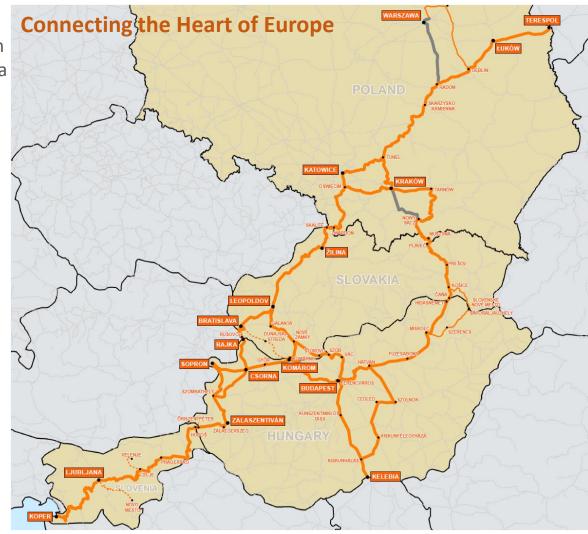




Commission Implementing Decision EU (177/2017):

"Koper – Ljubljana –/Zalaszentiván – Sopron/Csorna –/(Hungarian-Serbian border) – Kelebia – Budapest –/– Komárom – Leopoldov/Rajka – Bratislava – Žilina – Katowice/Kraków – Warszawa/Łuków – Terespol – (Polish-Belarusian border)"

- Routing elaborated together with RUs to reflect market demand
- Seamless electrified principal route
 End-to-end ca. 1400 km, total line-length ca. 3300 km
- Connected to global maritime transport
 Seaport of Koper (> 50% rail share in hinterland traffic)
- Gateway to South-Eastern Europe
 Connection to Transbalkan-route (via Kelebia)
- Gateway to Euro-Asian railway routes
 Trans-Siberian / Euro-Asian Railway Routes (via Terespol/Malaszewicze)



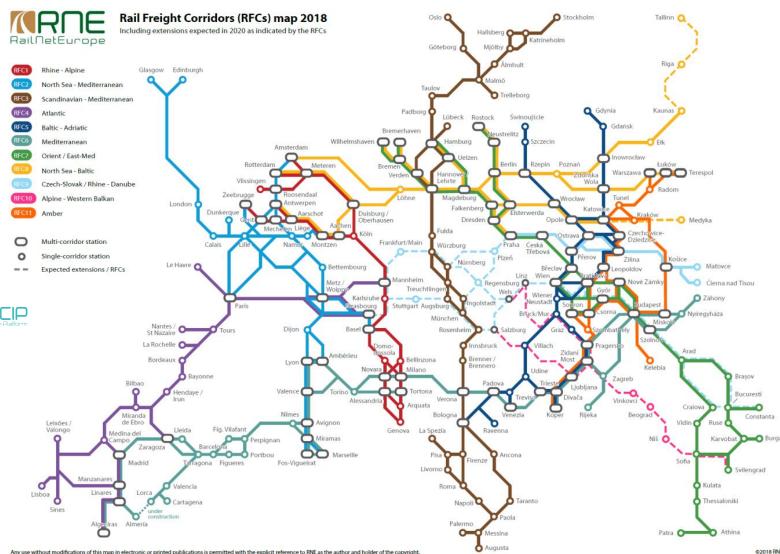


RFC Amber | Active Member in a network



Your Vision Our Mission

- 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



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 porthinterland 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,

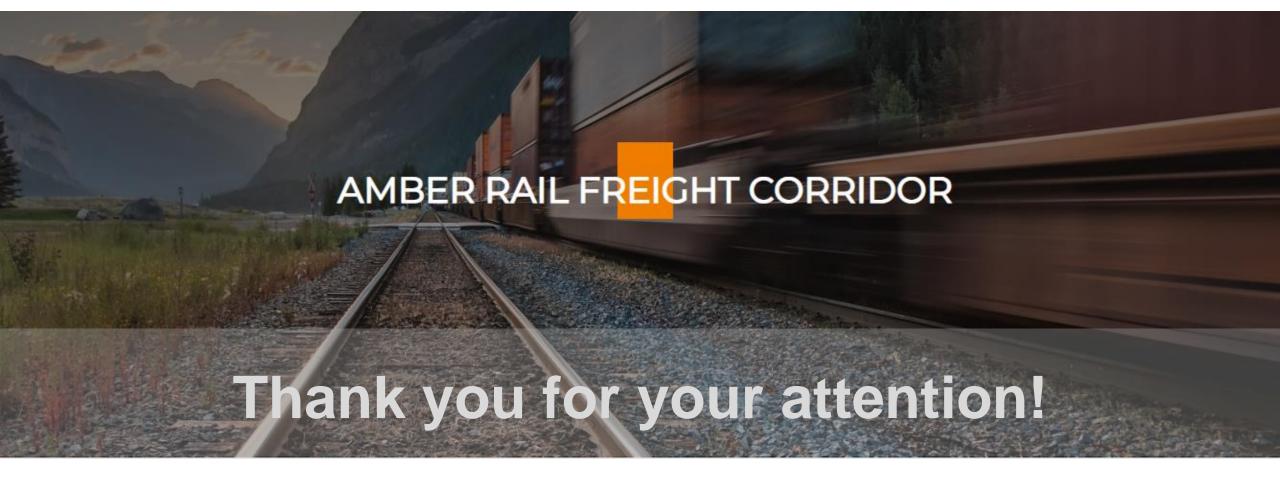
procedures and cross-sectoral

cooperation

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







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