

Inland Hubs: Key towards
Rail Freight
Corridor Development

### RFC Rhine-Alpine

Contributions to growth of rail freight on the corridor

Christiane Warnecke



# CORRIDOR ALPINE

### The international rail freight market is far from seam-less operations – complexity as major cost driver

#### **Current situation for rail freight undertakings on the European network**

#### **Each country / Infrastructure Manager of each country**

- Specific national infrastructure and infrastructure financing
- National specificities for ERTMS
- Specific national safety requirements for locos, wagons and train runs

# border

- Specific national timetabling and operational procedures at IM
- Specific national infrastructure pricing
- Specific national terms & conditions of IMs for using the tracks
- Specific national labour regulation
- Etc.



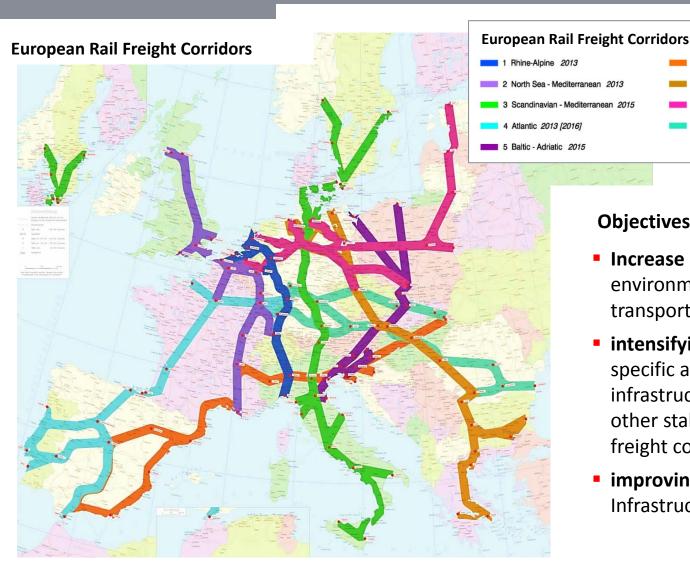
- International rail freight customers have to manage very complex frameworks and procedures, usually without proper IT support
- This complexity is a major cost driver
- Changes can often only be made in cooperation between Transport Ministries, NSAs, IMs and RUs
- Situation similar for transcontinental corridors – on an much larger scale?

© Christiane Warnecke, 14.09.2017 Chart No. 2

border



### Nine Rail Freight Corridors are implemented in Europe – based on EU Regulation 913/2010



#### **Objectives of RFCs**

Increase modal share of environmentally friendly rail transport mode by

6 Mediterranean 2013

9 Rhine - Danube 2020

Orient/East - Med 2013 [2018]

North Sea - Baltic 2015 [2018 & 2020]

[2013] - Verlängerung Deutschland

- intensifying cooperation in specific areas between infrastructure managers and other stakeholders on the rail freight corridors and by
- improving the services of Infrastructure Managers

© Christiane Warnecke, 14.09.2017 Chart No. 3



### The Regulation 913/2010 addresses core processes of IMs

#### **Core elements (EU) 913/2010**





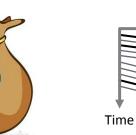








Investment plan to resolve bottlenecks and to deploy interoperability systems (both indicative)

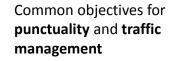


Pre-Arranged Pathes/
PAP and Reservice
Capacity

Route



/ Single point of contact
Reservefor customers: Corridor
One-Stop-Shop (C-OSS)





Coordination and publication of construction work on corridors



© Christiane Warnecke, 14.09.2017 Chart No. 4



### The regulatory framework set by the EU is a starting further development/ iterative learning is needed



- RFCs provide a platform for intensive and broad co-operation of national infrastructure managers
- The initial implementation approach described in the regulation is neither fully in line with customer needs nor with requirements of infrastructure managers for optimizing the use of tight capacity
- Market-oriented solutions require iterative and interactive learning of IMs and RUs.
- Infrastructure Managers do not only rely on European legislation, but understand their own responsibility for integrating corridors into a competitive European network for rail freight
- For many improvements the active support from national Transport
   Ministries, National Safety Agencies, ERA and EU is needed

© Christiane Warnecke, 14.09.2017 Chart No. 5

## The CEOs of RFC Rhine-Alpine have just confirmed their committment to a number of focus topics



#### **RFC RALP MoU 2017**

- Confirmation of support to the Sector Statement
- Focus on the most important topics under the influence of the IMs, that are also crucial for the upcoming ERTMS/ infrastructure development
- Yearly Action Plan

Priorities from Sector Statement		Part of MoU
Planning	Timetable revision project (TTR)	
	International path offer	
	Temporary capacity restrictions (TCR)	
	Path coordination system (PCS) and process and quality of coordination	(□)*
Operations	Cross-border interoperability	
	Estimated time of arrival (ETA)	
Infrastructure Investments	TEN-T requirements	
	ETCS roll-out	
Governance	KPIs and performance	
	Harmonisation CID	

<sup>\*</sup> Process and quality of coordination integrated into topic "International path offer"

© Christiane Warnecke, 14.09.2017 Chart No. 6

### RFC Rhine-Alpines recent contributions to development of international rail freight on the corridor



#### Service / business approach

- Study on major growth drivers in coordination with Railway Undertakings
- Development of improved bilateral coordination of short term traffic
- Improvement of PaP offer

Reliability

### Recent contributions to the sector development

#### Harmonisation

- Simplification of cancellation deadlines (also taken up by other RFCs)
- Simplification of train path/train number validity
- Contributions to harmonisation of breaking sheets
  - Pushing for use of reflective plates as tail signals on RFC Rhine-Alpine (BE, IT)

#### Infrastructure / Interoperab.

- TIS Terminal Pilot on ETA/ETD
- Joint performance management groups with RUs
- Regular information on TCR, now with impact information
- Overview of cross-border issues, incl. legal framework and responsibilities

- Pushing of infrastructure for 740m trains at MoTs
- Regular capacity bottleneck analysis
- Regular info on ERTMS deployment planning and discussion of missing links with MoTs

# Please visit our website where we give comprehensive information: http://www.corridor-rhine-alpine.eu/







### Thank you for your attention!