



INTERNATIONAL UNION
OF RAILWAYS

CONFERENCIA WEB

IMPACTO Y ADAPTACIÓN DE LOS FERROCARRILES LATINOAMERICANOS ANTE EL COVID-19

22 Junio 2020



PROGRAMA 22 Junio 2020

15:00-15:30 APERTURA

Mensaje de bienvenida: François DAVENNE, Director General, UIC

Mensaje de bienvenida: Guilherme QUINTELLA,
Chairman Región América Latina, UIC

Mensaje de bienvenida: José VILLAFANE, Secretario General, ALAF

Presentación del Grupo especial de trabajo UIC Covid-19: Marc GUIGON,
Coordinador del Grupo Covid-19 y de la Región América Latina de la UIC

15:30-16:00 PANEL 1

Experiencia en redes asiáticas y europeas: Retos y decisiones tomadas durante la pandemia

- ▣ Yasunari NAKAJIMA, Director & Masayoshi TOYOHARA, Adjunto, Oficina Paris, JR-East, Japón
- ▣ Theodoros, TOLIAS, Director de Viajeros, Trainose, Greece

16:00-17:15 PANEL 2

Foco América Latina: Haciendo frente al Covid-19: desarrollo de sistemas de gestión de la crisis

- ▣ Gabriel PÉREZ-SALAS, Oficial Asuntos Económicos, Unidad Servicios de Infraestructura, CEPAL
- ▣ Jean PEJÓ, Secretario General ALAF, Brasil
- ▣ Joubert FLORES, Presidente, ANP Trilhos, Brasil
- ▣ Eduardo PELLEGRINA FILHO, Vice-Presidente, Rumo Logística, Brasil
- ▣ Agustín SPECIAL, Subsecretario General de Transportes, Argentina
- ▣ Ricardo LISSALDE, Presidente, ADIFSE, Argentina
- ▣ Marcos CHICOTE, Gerente General, BRT (Operación privada Subte y FC Metropolitano), Argentina
- ▣ Miguel Ángel SAMAYOA, Gerente General, Guatemala
- ▣ Lauro RAMIREZ LÓPEZ, Presidente, FEPASA, Paraguay

17:15-17:30 DISCUSIÓN FINAL Y CIERRE



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FRANÇOIS DAVENNE

Director General de la UIC

CONFERENCIA WEB. IMPACTO Y ADAPTACIÓN DE LOS FERROCARRILES LATINOAMERICANOS ANTE EL COVID-19

Welcome

22 JUNIO 2020



INTERNATIONAL UNION
OF RAILWAYS

GUILHERME QUINTELLA

Chairman Región América Latina UIC

CONFERENCIA WEB. IMPACTO Y ADAPTACIÓN DE LOS FERROCARRILES LATINOAMERICANOS ANTEL EL COVID-19

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JOSÉ VILLAFAÑE

Secretario General ALAF

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MARC GUIGON

Coordinador de la Región América Latina UIC

Coordinador de la Task Force Covid-19 UIC

Director de Viajeros UIC

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UIC Covid-19 Task Force

70 UIC members and **18 international organisations** (UITP, IATA...)

6 UIC Guidances for railway stakeholders: <https://uic.org/news/article/covid-19>

UIC Covid-19 dedicated workspace on UIC Extranet: <https://extranet.uic.org/index.php>

- Entire documentation made available by Task Force members
- A dedicated forum to raise/answer specific questions
- A database with all contributions from Task Force members

Video conferences every 2 weeks with all Task Force members to share **best practices** (Europe, Middle-East, Asia, Africa, Americas)

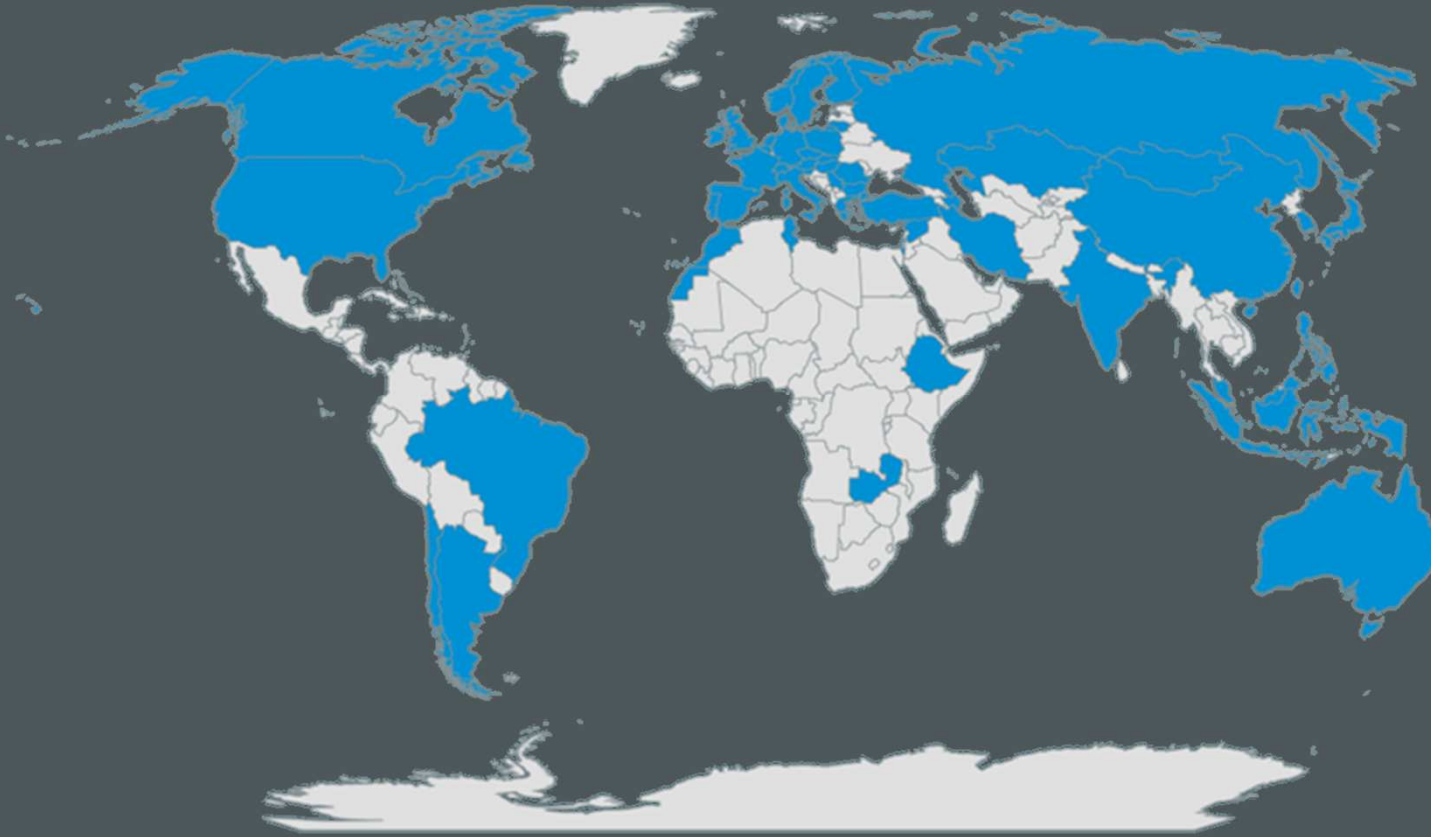
Dedicated conferences for UIC Regions: Africa, Latin America...

UIC Covid19 Task Force media center to share videos from all around the world (more than 110 videos):

<https://mediacenter.uic.org/fr/sws-nav/540-994-covid19/page/1/template/second-level>

Dedicated UIC LinkedIn group: <https://www.linkedin.com/groups/13846065/>

Countries with members of the UIC Covid-19 Task Force



Building RAILSilience together – Six Documents

Translations available (provided by UIC Covid-19 members) and more to come!



Management of COVID-19
A series of potential measures
(March 2020)



Management of COVID-19
Potential measures to restore confidence in rail travel following the COVID-19 pandemic
(April 2020)



Management of COVID-19
RAILSilience - How the rail sector fought Covid-19 during lockdown
(May 2020)

Building RAILSilience together – Six Documents

Translations available (provided by UIC Covid-19 members) and more to come!



Management of COVID-19
RAILsilience - Masks ventilation and social distancing
(June 2020)



Management of COVID-19
RAILsilience - Back on the track
(June 2020)



Management of COVID-19
First estimation of the economic impact of Covid-19 on rail
(June 2020)

Potential measures to restore confidence in rail travel following the Covid-19 pandemic

Requires:

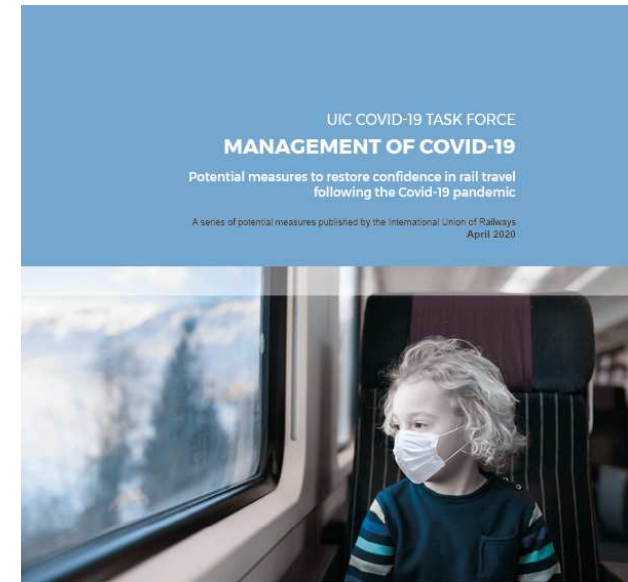
Concrete (potential) measures that limit the risk of infection from:

- Person-to-person
 - Temperature checks
 - Questionnaires
 - Masks
 - Sanitation gel
 - Social distancing
 - Ventilation
- Object-to-person
 - Cleaning/disinfection
 - Tickets (paperless)
 - Waste disposal

Communication about said measures

- Research demonstrates that crisis communication reduces anxiety

Less anxious people are more likely to use your transport!



RAILsilience: How the rail sector fought Covid-19 during lockdown

During lockdowns rail demonstrated its resilience, or RAILsilience by:

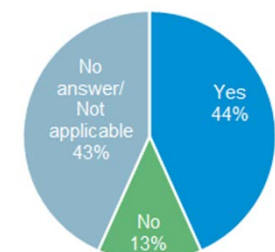
- Supporting the Medical Sector
- Supporting the Community
- Rail freight as a provider of essential goods (food, medical equipment)
- Passenger rail mostly continued to function for essential workers (while respecting authorities when it came to border closures, PSO)

RAILsilience comprises:

- **Response measures:**
Task Forces, business continuity, suspected cases protocols
- **Mitigation measures:**
Cleaning protocols, sanitation gel, temperature screening, special measures for passengers with reduced mobility, masks, passenger reservation system changes
- **Communication:**
Both internal and external



Have you placed publically available disinfectants (e.g. hand sanitizer) in your stations?



RAILsilience - Back on the track

Passenger service resumption post-confinement

- Measure differentiation
- New technologies
- Communication campaigns

Freight service post-lockdown

- Measures to recover freight business
- Measures to recover confidence

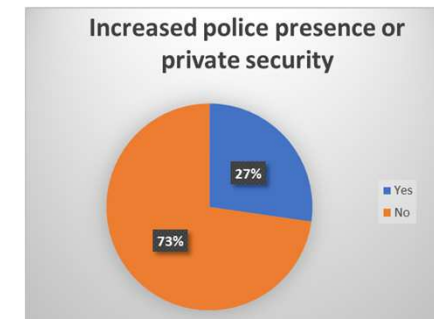
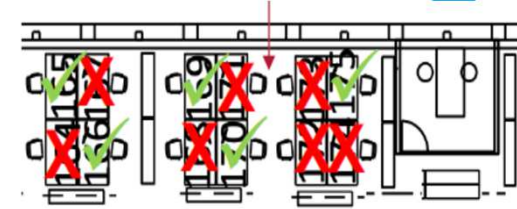
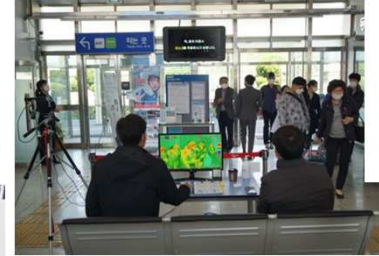
Staff confidence

- Back to work measures
- Measure differentiation
- Staff trainings

Security issues:

- Assurance of passengers' feeling of security
- Increased police presence or private security
- Security technologies to manage crowds

Ethical/legal issues

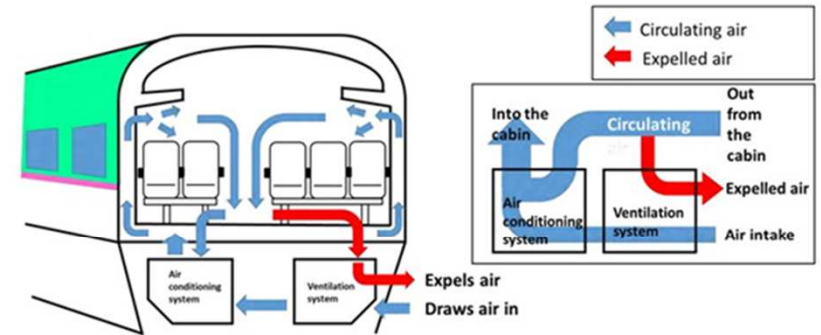
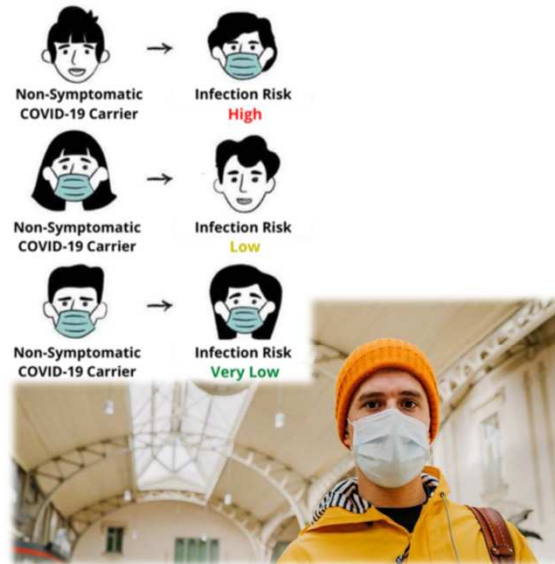


RAILsilence - Mask ventilation and social distancing

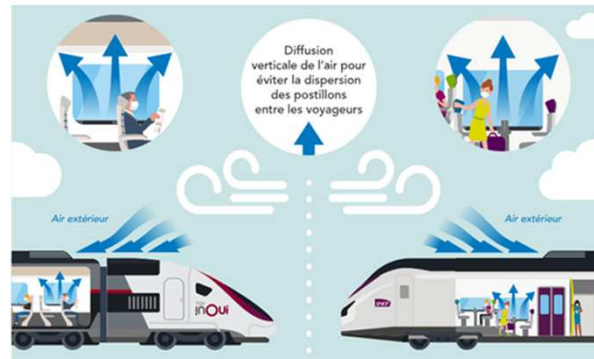
Masks

- Medical grade masks
- Face shields
- Reusable cloth masks
- Norms and standards

Ventilation



Do masks and ventilation limit the need for social distancing?



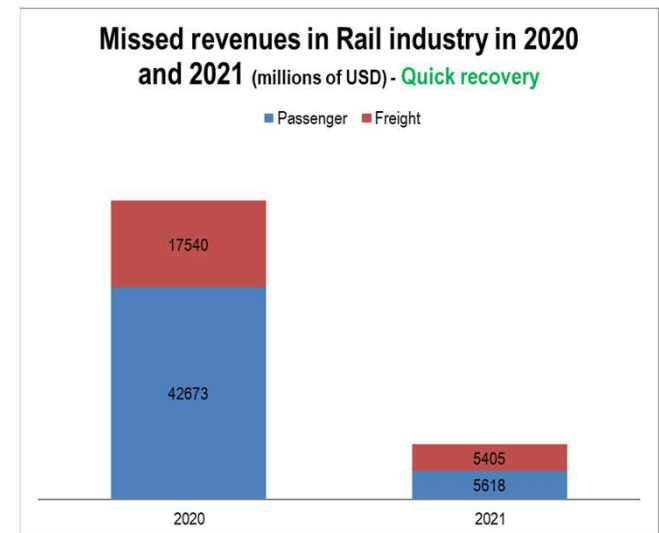
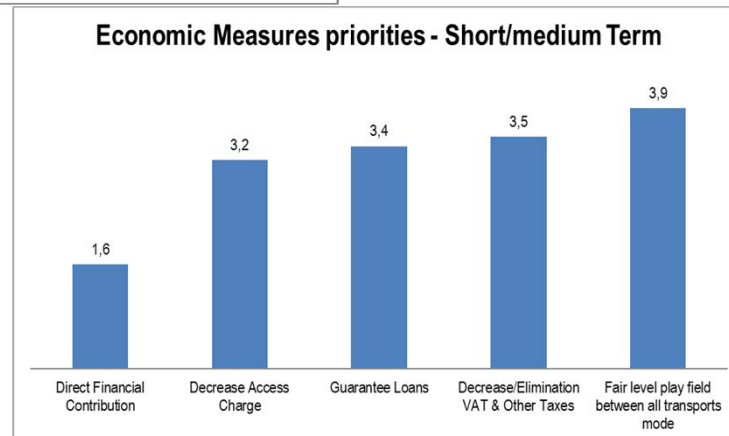
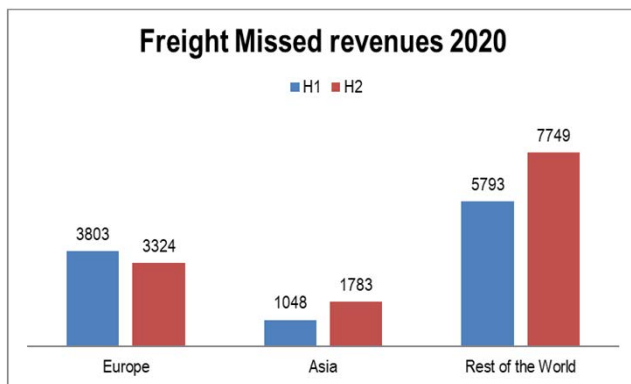
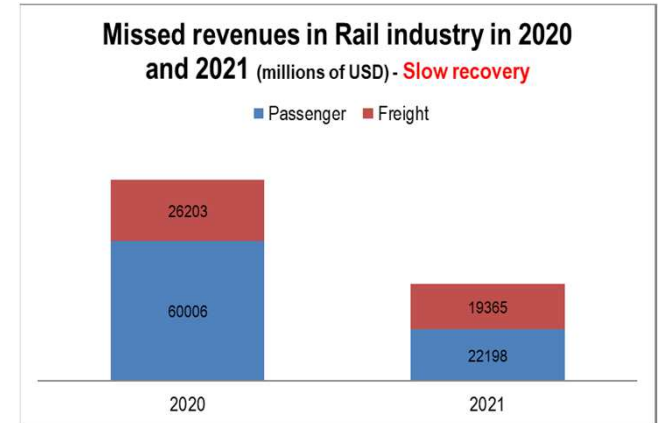
First estimation of the economic impact of Covid-19 on rail

Passenger Sector

- Slow recovery
- Quick recovery
- Missed revenues 2020
- Estimations 2021

Freight Sector

- Missed revenues 2020
- Estimations 2021



What will be the “new normal”?



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Stay in touch with UIC!

www.uic.org



#UICrail

Marc GUIGON
Passenger Director
Coordinator for Latin-American Region
Coordinator of the UIC Covid-19 Task Force
guigon@uic.org

Thank you for your kind attention.



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YASUNARI NAKAJIMA MASAYOSHI TOYOHARA

Oficina Europea JR-EAST
Ferrocarriles Japoneses

CONFERENCIA WEB. IMPACTO Y ADAPTACIÓN DE LOS FERROCARRILES LATINOAMERICANOS ANTE EL COVID-19

Panel 1

22 JUNIO 2020

Countermeasures of preventing infection in JR EAST

*EAST JAPAN RAILWAY COMPANY
Paris Office*

22 June, 2020



Yasunari NAKAJIMA, Director



Masayoshi TOYOHARA,
Senior Manager

Overview of JR EAST

➤ Operates All Kinds of Railway Transport

High Speed (Shinkansen)



Metropolitan



Regional



Network: **7,457** kilometers

No. of Passengers: **17.5 million** /day

No. of Train Trips: **12,200** /day

Annual Operating Revenue: **€ 23.5 billion**
(No subsidies from the government)

Net Annual Income: **€ 2.3 billion**

*Numbers are as of FY ended March 31, 2018

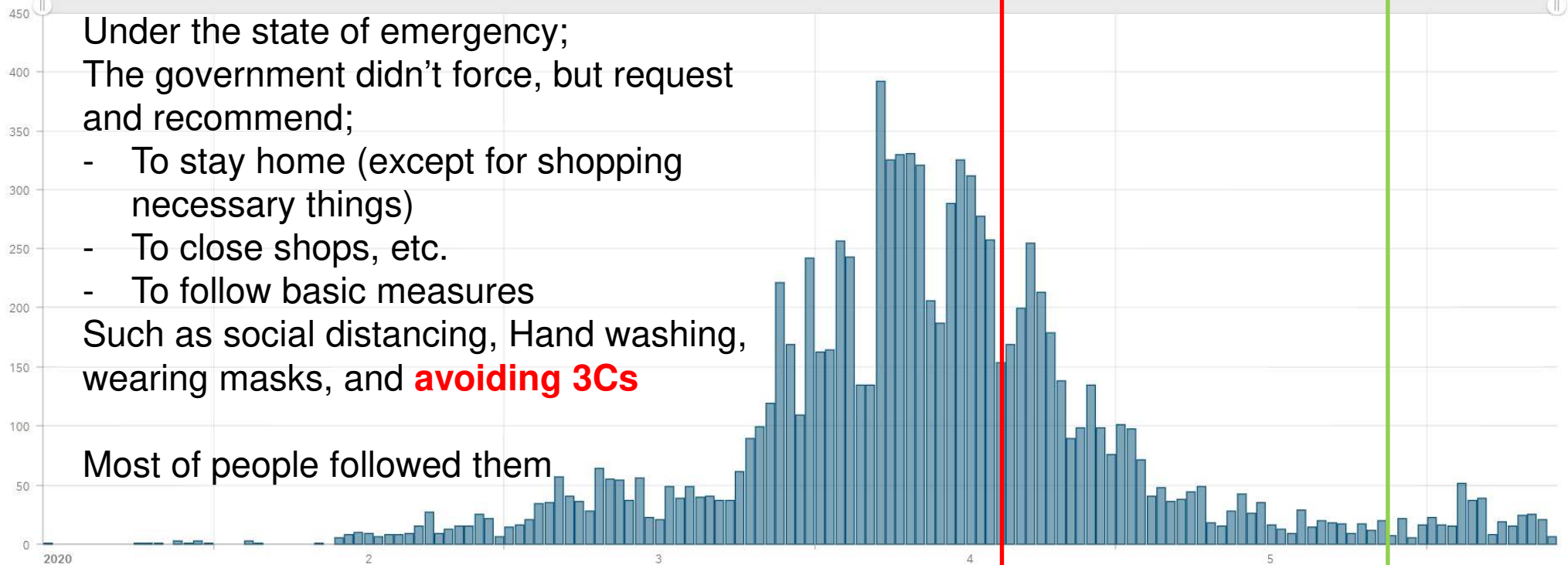
**Calculated by 1€ = 125 JPY

Confirmed case in Japan

Mapping the Coronavirus Disease 2019 (COVID-19) Copyright © Ministry of Health, Labour and Welfare, All Rights reserved.

State of Emergency
April 7 – May 31 (completely lifting)

Total Confirmed by day



Minister of Health & Labor of Japan:

https://www.mhlw.go.jp/stf/seisakunitsuite/bunya/newpage_00032.html


- Government encouraged persons
 - To refrain from any nonessential and non-urgent outings
 - To do telework or avoid commuting during peak-time
- JR EAST was keeping **normal operation (timetable)**
 - ※ exceptional some special trains
- Passengers occupancy dramatically decreased (April 2020)
 - Shinkansen decreased by 87% (Compare for Same month Last Year)
 - Conventional Line decreased by 88% (Compare for Same month Last Year)
- Reduction of revenue in April about 830M €

Recommendation of Government


Important notice for preventing COVID-19 outbreaks.

Avoid the “Three Cs”!

- 1. Closed spaces** with poor ventilation.
- 2. Crowded places** with many people nearby.
- 3. Close-contact settings** such as close-range conversations.



One of the key measures against COVID-19 is to prevent occurrence of clusters. Keep these “Three Cs” from overlapping in daily life.



The risk of occurrence of clusters is particularly high when the “Three Cs” overlap!

In addition to the “Three Cs,” items used by multiple people should be cleaned with disinfectant.

首相官邸 厚生労働省 MHLW COVID-19 Search



Avoid the “3 Cs”!

1. Closed spaces with poor ventilation
2. Crowded places with many people nearby
3. Close-contact setting such as close-range conversation

Official site of Ministry of Health, Labor and Welfare:

https://www.mhlw.go.jp/stf/seisakunitsuite/bunya/newpage_00032.html

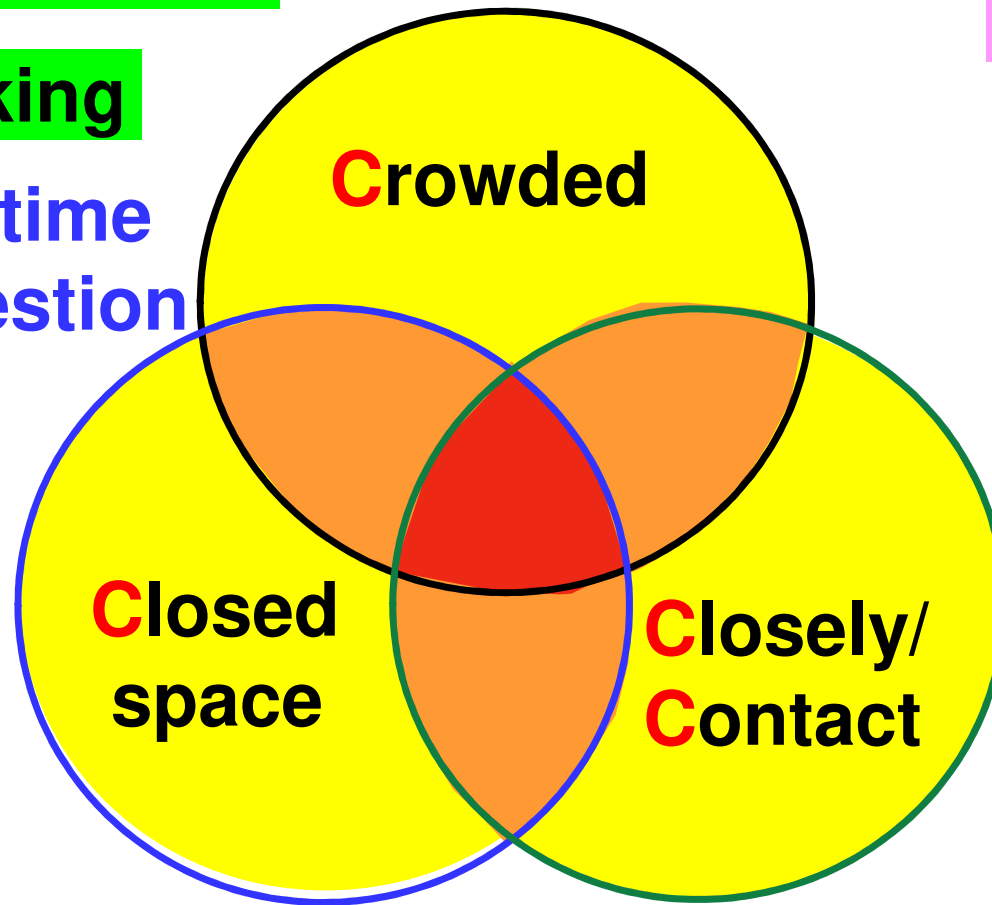
Measures for Prevention infection in Train

Off peak use

Teleworking

**Forecast/real-time
info on Congestion**

Ventilation



Social distancing



Might be able to change to
combination of some measures

Face covering

Passenger flow

Refrain from talking

No-Contact ticket

Measures for Closely / Contact



Station staff;

- Mandatory wears mask and frequently washing hands
- Installed Plastic barrier at ticket counter

Keep Social Distancing

- Marking sticker for que on the floor every 1.5 m
- Waiting Seat : Attaching sticker on the unavailable seat or table every other



E-ticket (Contact less ticket)

- JR East launched “Suica” service as advanced **non-contact** intelligent card in 2001.
- It is not special measure for Covid-19, but it help to avoid indirect infection by paper ticket and cash.



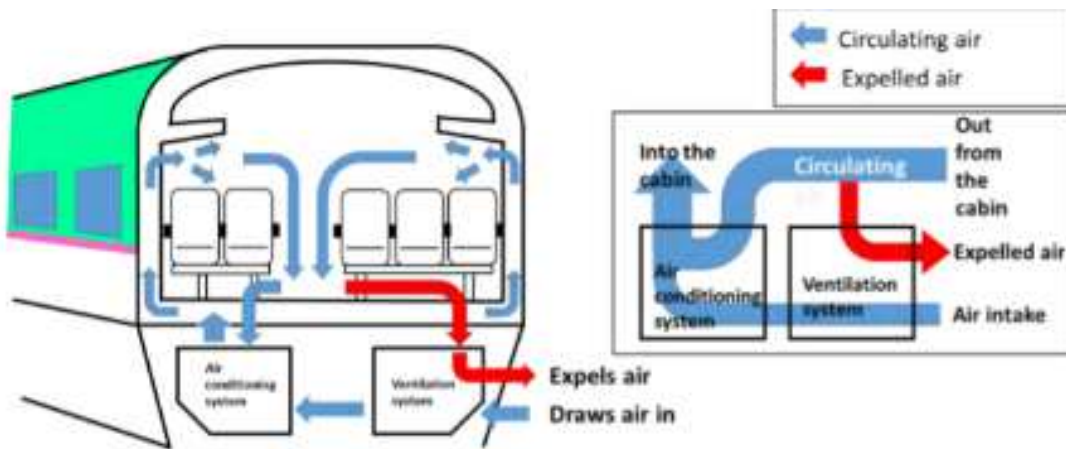
1) Suica: **S**uper **U**rban **I**ntelligent **C**ARD

Measures for Closed Space

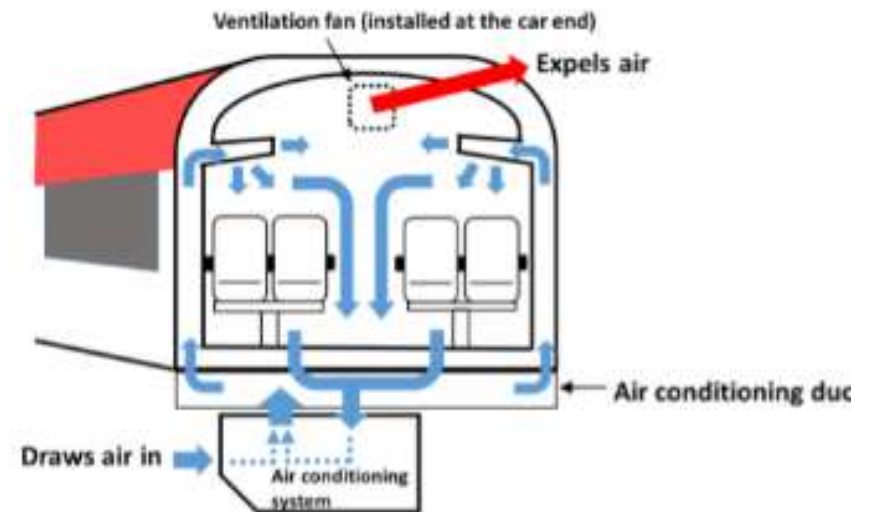
Ventilation system of train

- It takes about 6 to 8 minutes to replace fresh air
- We announce for customers about ventilation due to reduce anxiety of customer
- We inform about ventilation by using Brochure, Website, SNS

https://www.jreast.co.jp/e/pdf/air_circulation_e.pdf



Shinkansen



Limited express on conventional line

Measures for Crowded Place

Serving congestion level information

- Customer can take **real-time information of congested car and station** by JR EAST smartphone application
- It has already provided as customer service since 2014. It means started **before Corona crisis**
- Customer can avoid to use congestion train and station with **no-contact on staff**.

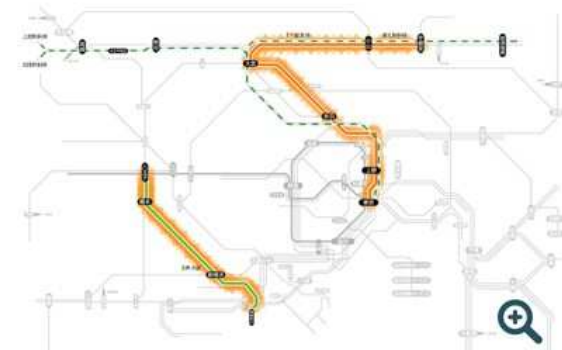
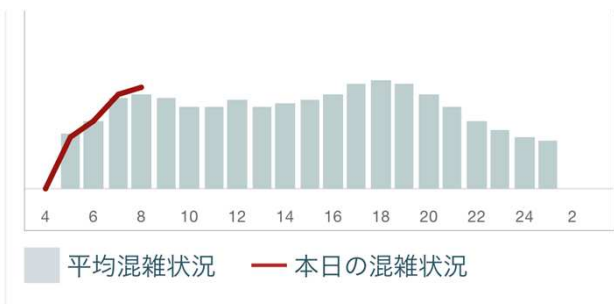
山手線 内回り 品川・東京方面行

この電車は **大崎** 付近です。

車内状況

号車	品川・東京方面	外気温度
進行方向 ↑		16°C
11	♿ 歩行 二	20°C
10	♿ 歩行 二	20°C
9	♿ 歩行 三	20°C
8	♿ 歩行 二	20°C
7	♿ 歩行 二	20°C
6	♿ 歩行 二	20°C
5	♿ 歩行 二	20°C
4	♿ 歩行 二	20°C
3	♿ 歩行 二	19°C
2	♿ 歩行 一	19°C
1	♿ 歩行 一	19°C

渋谷・新宿方面



JR東日本線の運行状況

JU 宇都宮線
上り線
宇都宮～東京

遅延
異音の確認

Communication for getting peace of mind

Open window
for ventilation

Refraining
from talking

Wearing
masks

新型コロナウイルス 感染予防に向けたお客さまへのお願い

窓開けで車内換気。
窓を5~10cm開けて走行することで、
車内の空気は6~8分で入れ替わります。

会話は
控えめに。

マスクの
着用も。

現在、車内換気として空調の使用と一部窓開けを実施しています。不十分な箇所がございましたら、お客さまにも窓開けのご協力をお願いいたします。

また、車内や駅構内ではマスクを着用していただき、会話は控えめにさせていただくほか、ラッシュ時間帯を避けた時差通勤やテレワークへのご協力もお願いいたします。

皆さまのご理解とご協力をお願いいたします。

JR

Request to follow
measures for prevention
infection of Covid-19

JR East implements to
open window and activate
HVAC for ventilating.
If you find closed window,
please cooperate to open it.

We appreciate your
cooperation of wearing
masks, refraining from
talking, and off-peak
commuting and
teleworking as much as
possible.

Conclusion

- We have to protect our customers and employees from infection risk as much as possible.
- There is no perfect measures in the world. But we can find and implement a **better combination of possible measures with strong cooperation of friends in the world.**
- We must try to **reduce anxiety** for passengers in order to bring a lot of customers back to our railway service.
- It will **contribute prevention infection and recovering social activities and economy.** It will be lead to sustainable operation and contribution of environmental solution.

Gracias por tu atención

Yasunari NAKAJIMA (JR EAST Paris Office)
nakajima@japanrail.fr

Masayoshi TOYOHARA (JR EAST Paris Office)
toyohara@japanrail.fr



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THEODOROS TOLIAS

Director de Viajeros
TRAINOSE, Ferrocarriles Griegos

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COVID-19
Resumption phase in Greece. TRAINOSE

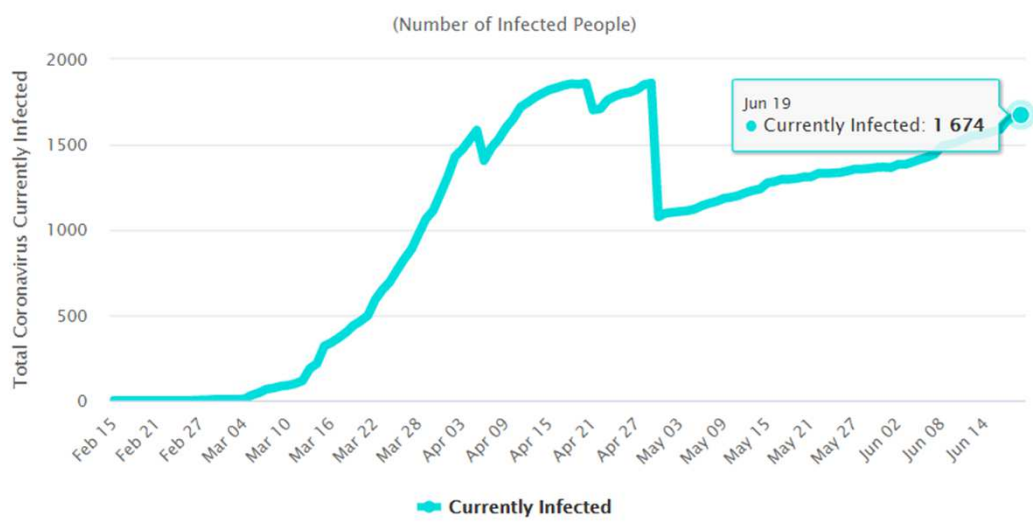
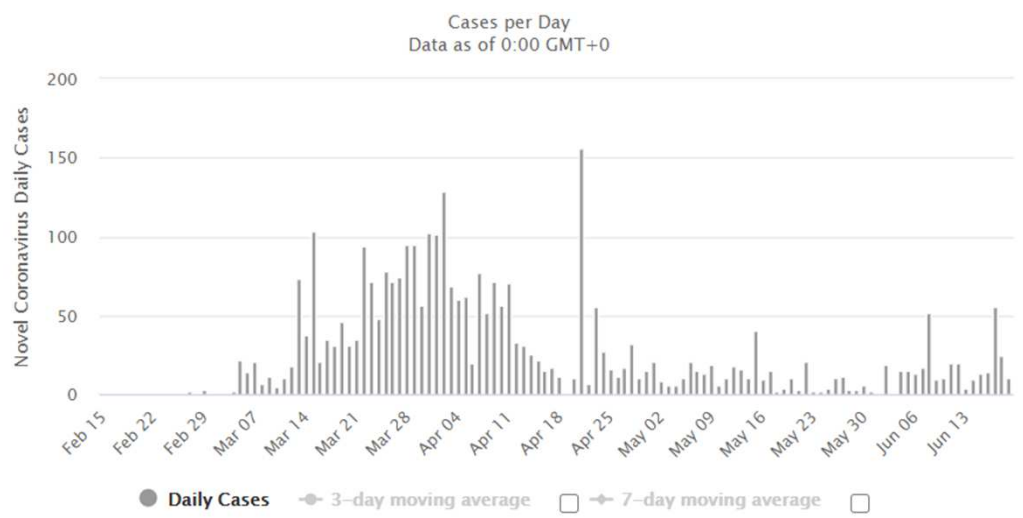
Solve a difficult equation

Life – Economy | Safety – Mass transport

A global challenge in the globalization era.

Theodoros Toliás
22 June 2020





 Greece

Coronavirus Cases:

3,237

Deaths:

189

Recovered:

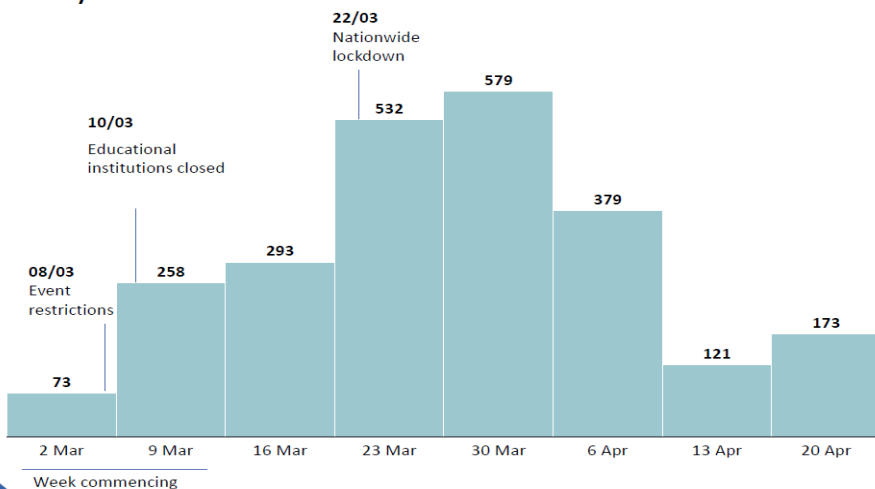
1,374

Greek reaction to COVID-19

- **The problem:** After the financial crisis, shortcomings could emerge in the Greek health system, that might pose population in great danger.
- Government's reaction: rapid, decisive, strict: **Immediate lockdown**

A quick response

Weekly confirmed cases



Greeks accepted, consciously, trustfully, wholeheartedly, to follow the rules

This saved our lives and our people

But how we did this ?

Greeks have similar mentality to Latin people

As Mediterranean peoples we love and enjoy the sun, the sea

We also love our **elderly** people and our **families**

But we DID NOT HAVE ENOUGH RESOURCES to react

This explains WHY we FOLLOWED the RULES

breaking all the stereotypes and being a pleasant surprise

Rate of Transmission:

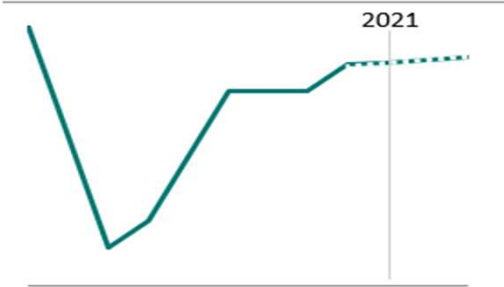
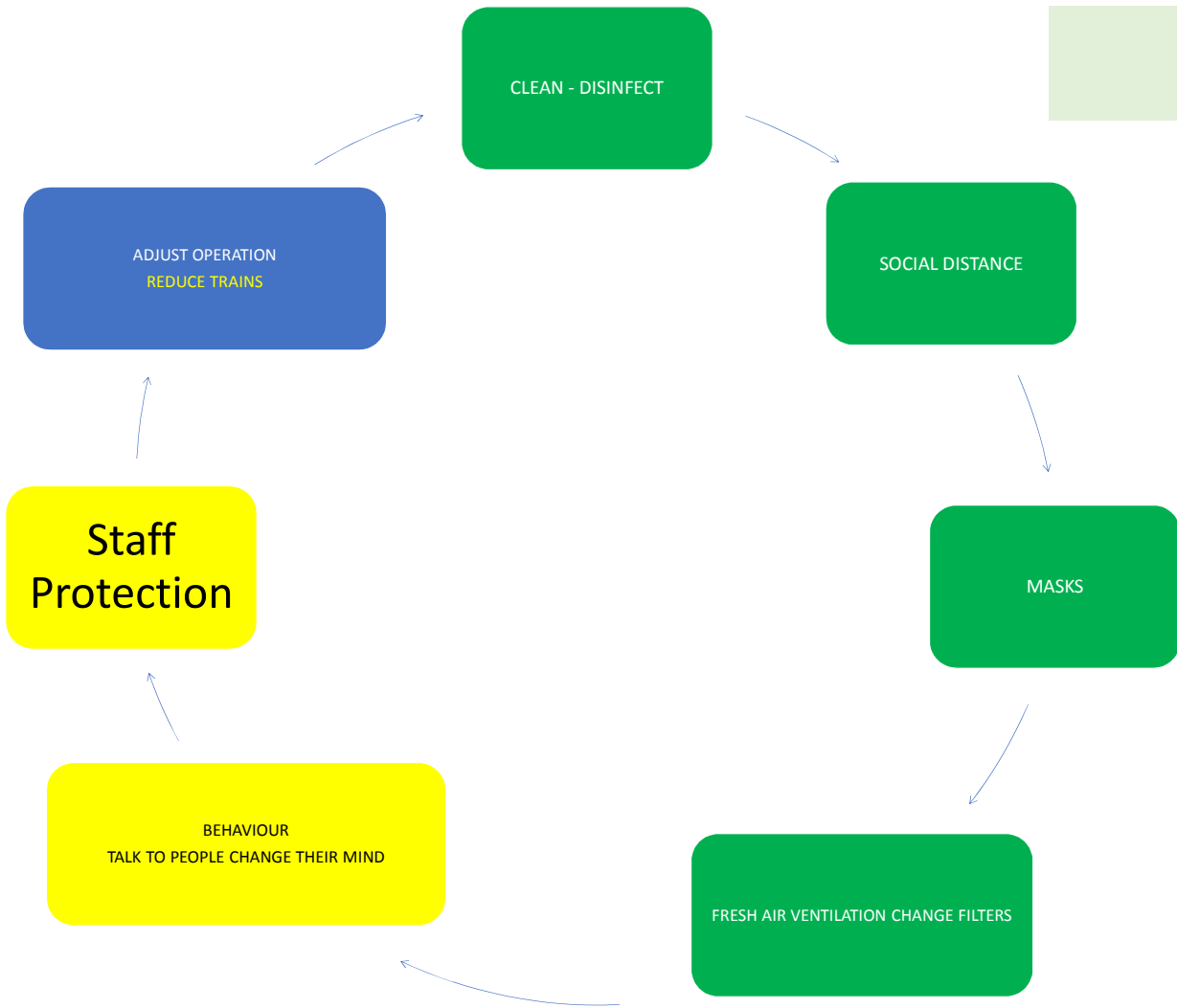
February: $\times 2,5$ = exponential rate

April: $\times 0,5$ (reduced but not eliminated)

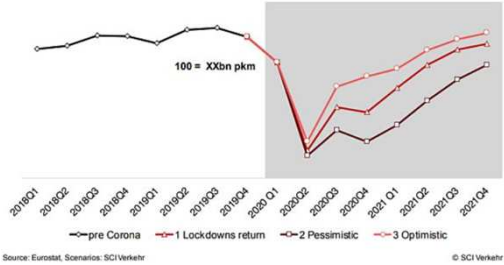
Government eliminates the weaknesses

Increases epidemiological surveillance, testing capability and contact tracing capability Increase ICU beds to ~ 1250 EU avg

OUR RESPONSE



STUDY SCENARIOS FOR ECONOMIC RECOVERY



TRAI NOSE Resumption

- **Big, dramatic cultural change for Greece:**
 - **The (obligatory) use of mask from the passengers**
 - (Most) Citizens understand and obey new measures
- **Cleaning - disinfection:**
 - Continue to apply the prevention measures - Review
 - Increased cleaning/ everyday disinfection of our trains
 - Provide **free** sanitary gel dispensers to passengers **in all our trains**
 - **No change to our protocol in case of suspected infected person**
 - **Frequent change of air filters on trains – use fresh air 30%**
 - Use **Questionnaire - Control of the Cleaning of the train** by the **on-board personnel**
 - **Permanent presence of a cleaning crew on Long haul routes for the cleaning of the areas and the disinfection of the contact surfaces inside the coaches and the toilets.**



TRAINOSE Social distancing in trains

Long-haul

For a long time, only 50% of capacity (smart reservation system).

Now 65% ALLOWED

Luggage service continues - (mask, gloves, distance 1.5-2m)

Suburban and regional

Aim to control the passenger load on each train in real time.

Ticket valid one hour before and two hours after departure of train selected.

New ticket system developed. Relate route to ticket

Ticket can be canceled or changed until 23:59:59 same date of travel.

- Train tickets are checked electronically by the on-board personnel
- (Laser beam scan ticket QR code – **safe distant checking**).
- Workaround. **Not perfect. It does the job.**
- **Tested. Police checked us several times.**
- **We never had problem.**
- **BETTER THAN NOTHING – BETTER THAN BEFORE.**



TRAINOSE Social distancing in trains



TRAINOSE Social Distancing – Buses

- **Most of the time 50%. Now 65%. We expect more.**
- **Keep the driver safe** (not use of the front door – no contact between passengers and the driver)
- **Enter from the middle door**
- **Exit from the last door** (special marking).
- **Mark the not allowed seats** for passengers
- Mark the points where the passengers can stand

Social distancing – ticket offices



[Social distancing](#) to stop spread of the virus

ticket counter staff : masks | gloves | cashless payments



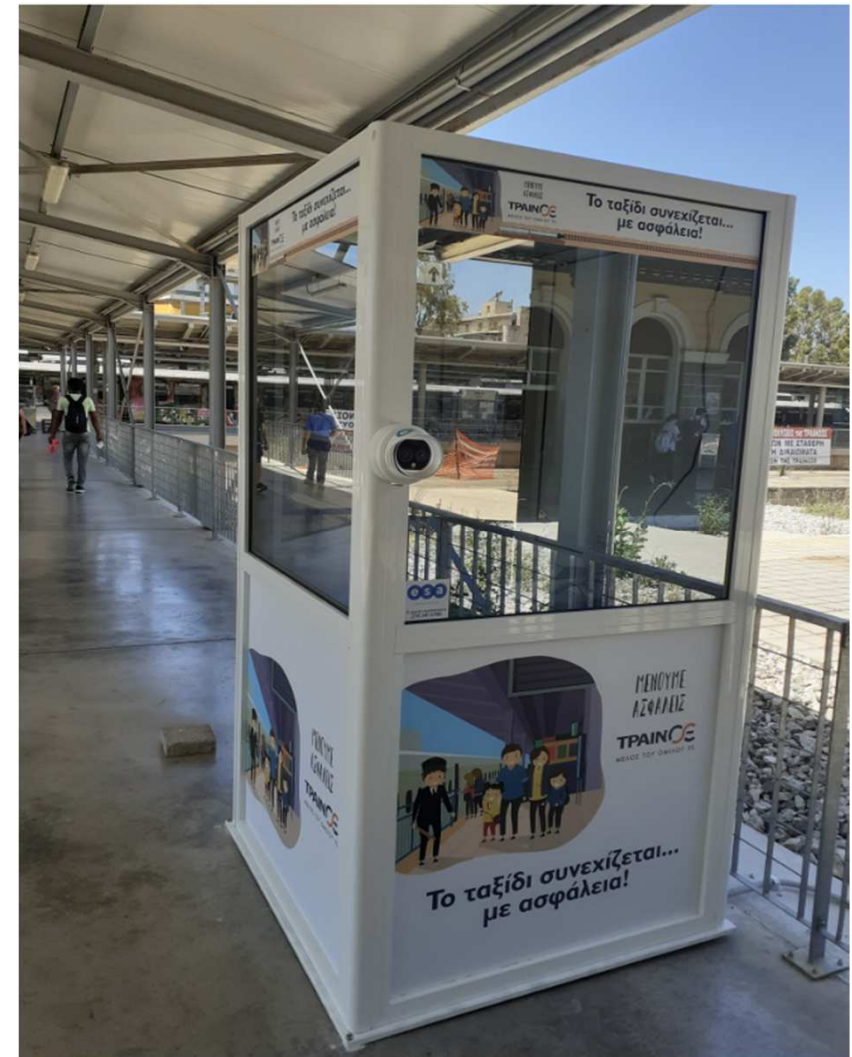
- In stations outside the ticket
- Sign markings on the floor
- Lines - safe distance between passenger
- In the major stations only. Gradually elsewhere if necessary.

Temperature scanning Thermal cameras



Thermal imaging cameras are also being used in Greek stations

<https://www.bbc.com/news/world-europe-53006794>



TRAINOSE Staff protection

- **Limit meetings on-site. Use tele-conferences.**
- Meetings > 10 people are prohibited
- Ensure distance > 1.5 - 2m. Use of masks if not possible.
- In other cases no mandatory use of masks but suggested.
- **Antiseptic free to all offices, available to all employees**
- **No visitors allowed**
- **No use of elevators** suggested (only if necessary – **only 1 person**), clean hands before and after use of elevator.
- **Control room:** all above and additional: **No access to 3d parties.**
- Disaster and Recovery Plan – **second control room secured**
- **Digitalization of work. Laptops, VPNs, Call center → to smartphone**

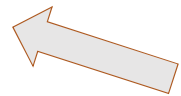
TRAINOSE Resumption -- Difficulties

- **IT IS EASY TO STOP EVERYTHING. DIFFICULT TO START AGAIN.**
- **TRACK LINES OUT OF SERVICE, NOT CLEAN. OBSTACLES. ETC..**
- **Passengers and their health condition (privacy)**
we will observe more carefully for suspect cases
- To serve **PRM**, protect them, other passengers and employees.
(Demand is very low). **Expected to Restart July 1**
- **Thermometers – temperature scanning:**
 - Controversial – intrusive – NOT fully effective.
 - **Why we decided: Worthwhile if you catch even 1 case**
 - Last week we started at the two biggest stations, ATHENS and Thessaloniki
 - (It should be responsibility of the State or Infrastructure Manager, but WE do ourselves)

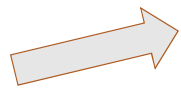
New TV campaign “Travel continues”



#travelcontinues
main message -TRAINOSE



Messages:

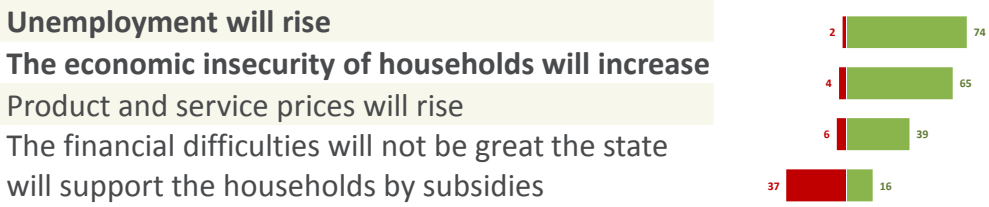


We stay healthy
Second message (Greek State)

TRAINOSE Surveys

LISTEN public opinion

Surveys – passengers' **opinion** of public transport
 Customer satisfaction surveys – **restarted**



Greek sentiments after lockdown



- Freedom
- Anxiety
- Fear
- Relief
- Joy
- Insecurity

Perception of Transport risk - Urban

Bus	7.71	7	20	74
Electric Trains Urban	7.59	8	20	73
Tram	7.34	8	26	67
Suburban	7.21	8	27	66
Metro	7.18	8	27	65
Taxi	5.15	30	40	31
Bicycle - motorcycle	1.81	76	15	9
Car - private	1.26	84	12	4

How we WIN?

A new Era: need for HEALTHY mass TRANSPORT

UIC helped decisively and continues

Strong collaboration – work around the World
Exchange rapidly and honestly what we know

Getting immediately the best advise.

ACTING according to **OUR** needs, **ADAPTING**

Collectively ALL, TOGETHER, WE CAN

Nobody can alone.

Thank you



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INTERNATIONAL UNION
OF RAILWAYS

GABRIEL PÉREZ-SALAS

Oficial de Asuntos Económicos,
Unidad de Servicios de Infraestructura, CEPAL
Naciones Unidas

CONFERENCIA WEB. IMPACTO Y ADAPTACIÓN DE LOS FERROCARRILES LATINOAMERICANOS ANTEL EL COVID-19

Panel 2

22 JUNIO 2020



NACIONES UNIDAS
UNITED NATIONS



COVID-19
RESPUESTA

El rol del transporte ferroviario para mejorar la conectividad de América Latina en un escenario post COVID

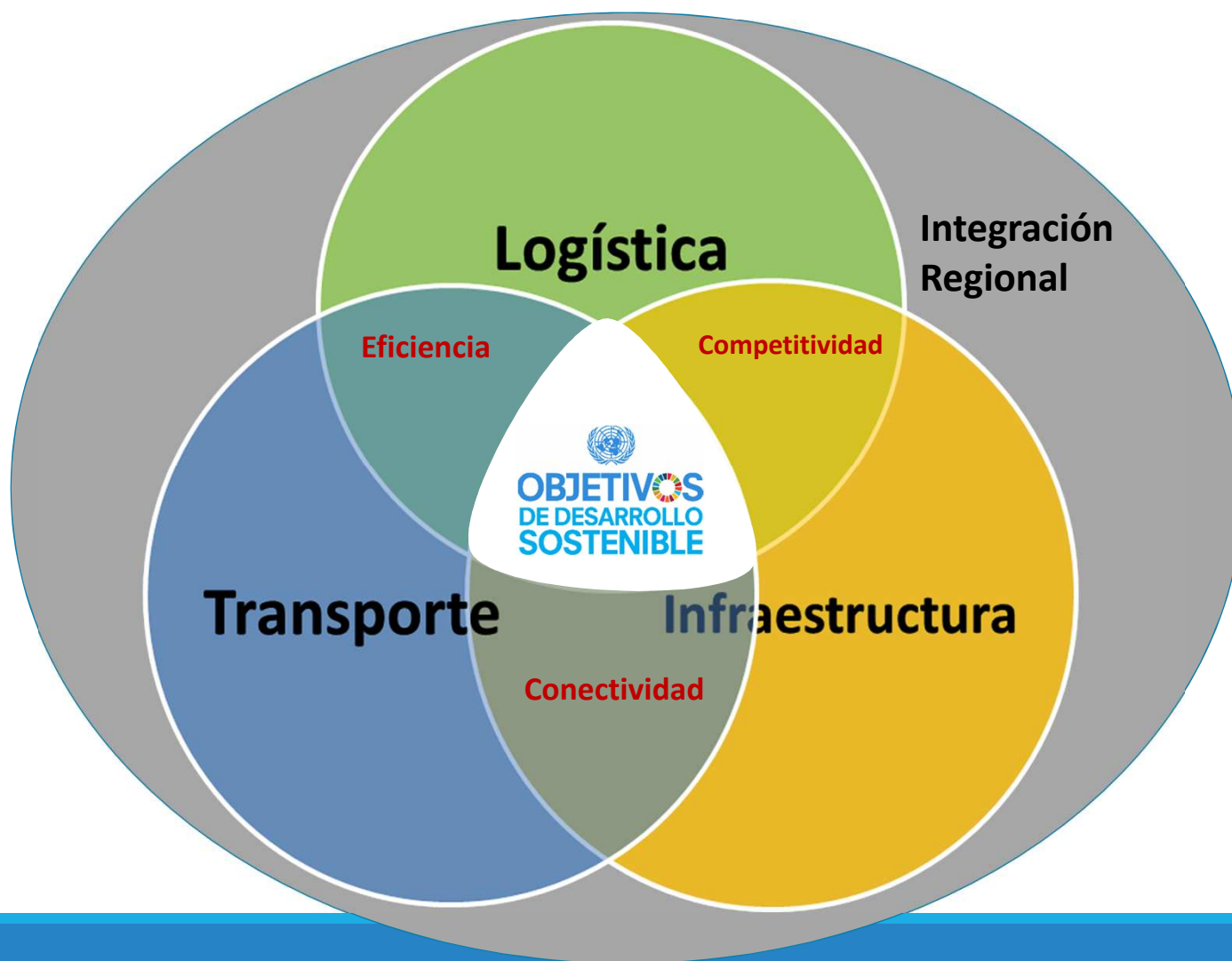
Gabriel Pérez-Salas
Oficial de Asuntos Económicos
Unidad de Servicios de Infraestructura
DCII | CEPAL | Naciones Unidas



La necesidad de un cambio en el estilo de desarrollo

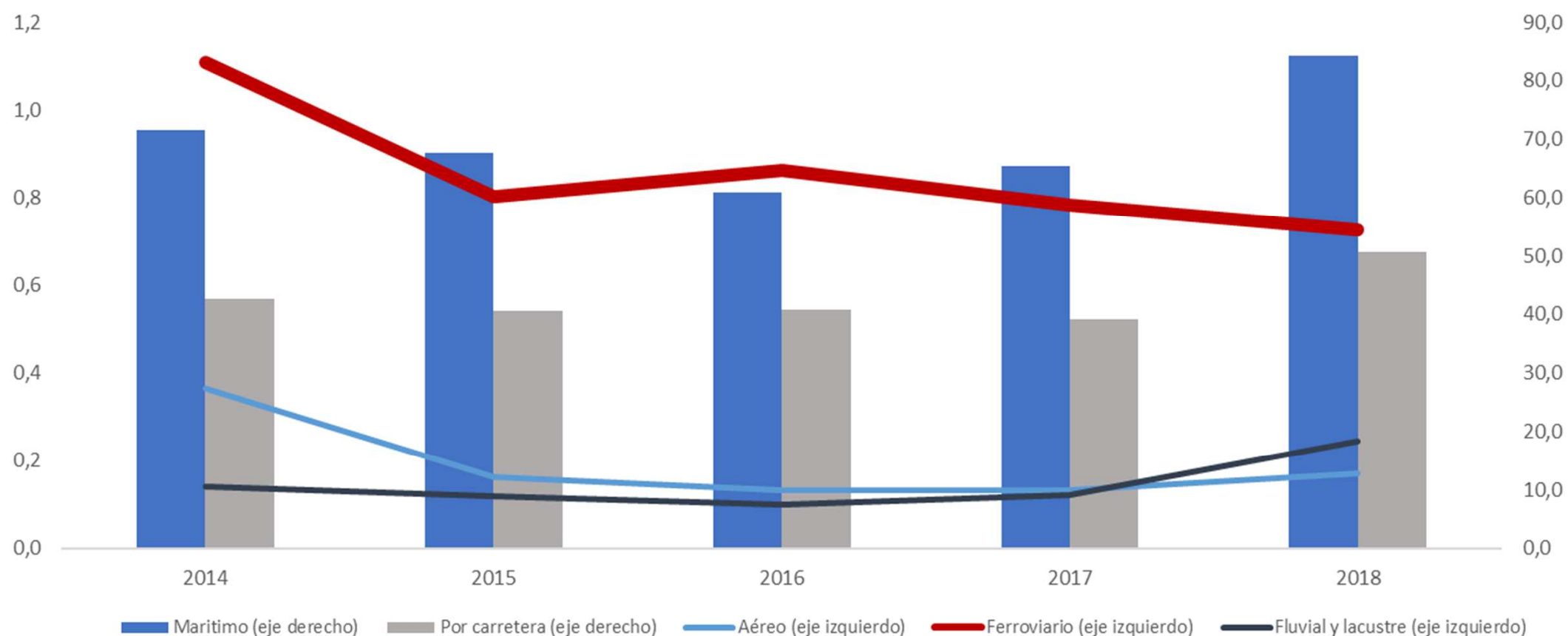


Logística y desarrollo sostenible



América del Sur: volumen transportado entre países

(En millones de toneladas)



Fuente: Unidad de Servicios de Infraestructura - CEPAL, 2020.

América del Sur: Importaciones por ferrocarril

(En porcentajes de valor y volumen total comercializado)

País origen	Cuota del valor total de las importaciones					Cuota del volumen total de las importaciones				
	Aéreo	Por agua	Por carretera	Ferroviario	Otros Modos	Aéreo	Por agua	Por carretera	Ferroviario	Otros Modos
2017										
Total	3,3	50,2	45,9	0,3	0,3	0,1	64,2	34,6	0,7	0,3
Argentina	1,4	51,6	46,8	0,0	0,2	0,0	49,0	20,7	0,1	0,0
Bolivia (Estado Plurinacional de)	3,6	1,4	89,5	5,4	0,1	0,1	2,7	68,4	11,3	0,0
Brasil	2,0	52,1	45,3	0,0	0,6	0,0	71,0	29,4	0,0	0,8
Colombia	6,4	75,2	18,4	0,0	0,0	0,3	62,1	14,1	0,0	0,0
Chile	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
Ecuador	9,5	60,3	30,0	0,0	0,2	0,2	62,5	18,5	0,0	0,2
Paraguay	2,1	5,8	91,9	0,0	0,2	0,0	11,6	68,4	0,0	0,0
Perú	6,5	80,4	12,9	0,0	0,1	0,2	77,6	13,1	0,0	0,0
Uruguay	2,8	10,6	84,8	0,0	1,8	0,1	14,7	68,2	0,0	0,2

Fuente: Base de datos de Transporte Internacional (BTI) de la Comisión Económica para América Latina y el Caribe (CEPAL), 2017.

Nota: "Otros modos" incluye "no declarado", "por vía postal" y "por conducto". La información disponible para Chile es para el año 2015.

América del Sur: Exportaciones por ferrocarril

(En porcentajes de valor y volumen total comercializado)

País de origen	Cuota del valor total de las exportaciones					Cuota del volumen total de las exportaciones				
	Aéreo	Por agua	Por carretera	Ferroviario	Otros Modos	Aéreo	Por agua	Por carretera	Ferroviario	Otros Modos
2017 Todos	3,9	48,2	47,0	0,3	0,6	0,1	65,2	33,5	0,7	0,5
Argentina	3,0	40,0	56,2	0,2	0,6	0,1	78,2	40,1	1,0	0,1
Bolivia (Estado Plurinacional de)	2,3	24,0	73,4	0,2	0,0	0,0	86,0	151,8	1,9	0,0
Brasil	4,0	49,5	45,2	0,5	0,8	0,1	45,5	18,5	0,7	0,8
Colombia	8,3	67,4	24,3	0,0	0,0	0,3	44,1	13,3	0,0	0,0
Chile	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
Ecuador	5,8	59,4	34,8	0,0	0,0	0,3	60,7	30,0	0,0	0,0
Paraguay	1,0	34,5	64,3	0,0	0,1	0,0	100,3	109,8	0,0	0,0
Perú	4,6	71,7	23,5	0,0	0,1	0,2	114,3	27,6	0,0	0,1
Uruguay	3,0	28,5	68,3	0,0	0,2	0,1	39,7	47,9	0,0	0,0

Fuente: Base de datos de Transporte Internacional (BTI) de la Comisión Económica para América Latina y el Caribe (CEPAL), 2017.

Nota: "Otros modos" incluye "no declarado", "por vía postal" y "por conducto". La información disponible para Chile es para el año 2015.



Transformación productiva y desarrollo sostenible

La región requiere una **transformación productiva** basada en la incorporación de conocimiento y la diversificación productiva además de políticas sociales y redistributivas efectivas, especialmente en un escenario post COVID19, donde paquetes de ayuda social e inversiones serán necesarios implementar.

"We can emerge from this crisis stronger, with better jobs and a brighter, more equal and greener future for all."

UN Secretary-General António Guterres
19 June 2020

un.org/coronavirus | #COVID19



Ampliar la demanda



Elevar el comercio intrarregional



Mejorar la productividad



Difundir conocimientos, tecnologías y procesos de organización y gestión



Promover las inversiones en infraestructura y servicios

Esto implica cambios en:

La productividad
Patrón de especialización
Evolución del empleo y comercio
Educación
Innovación

Infraestructura y logística:

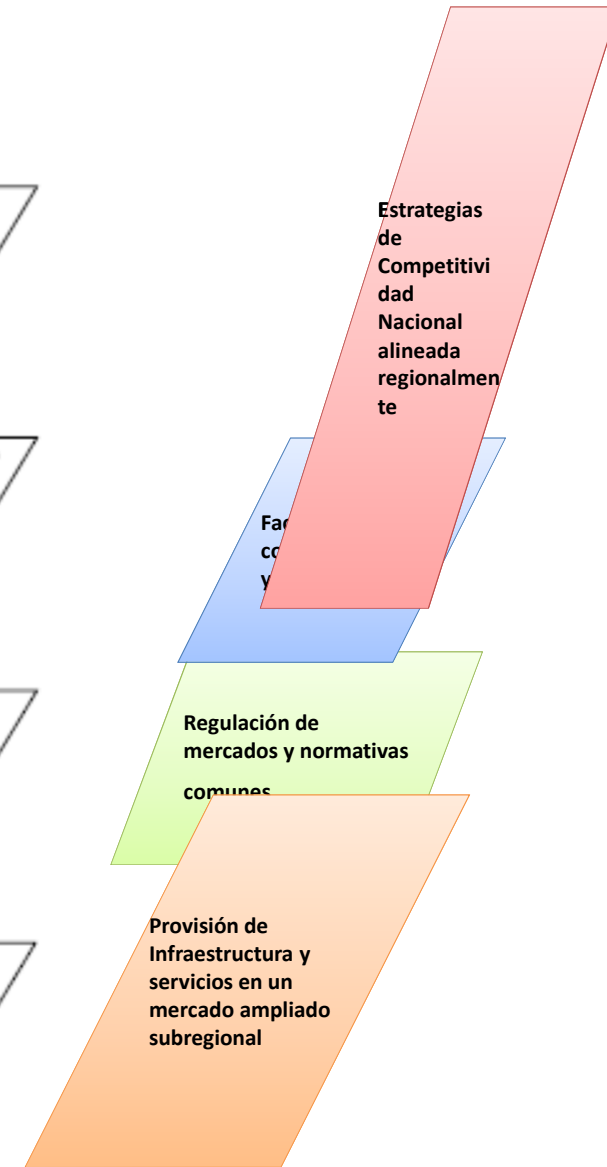
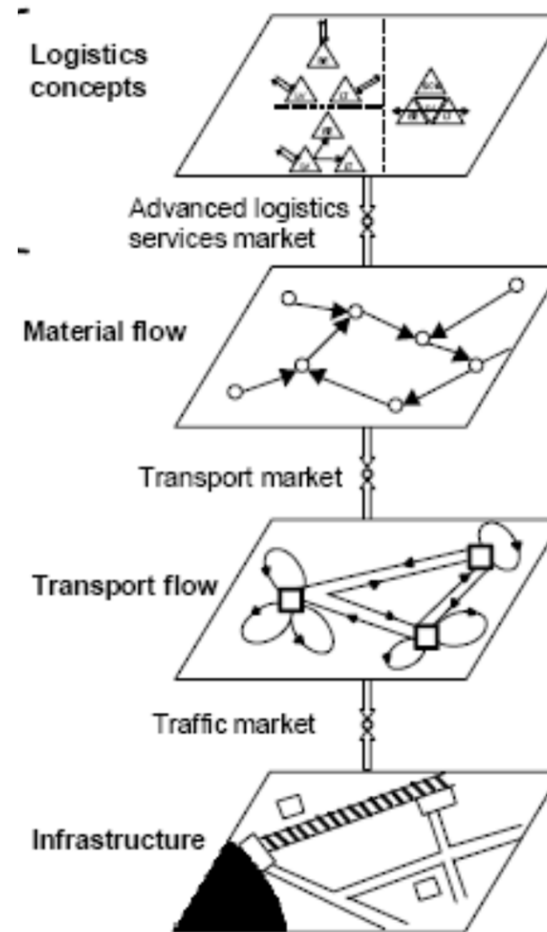
OPORTUNIDADES PARA EL FERROCARRIL EN AMÉRICA LATINA

Logística y transformación productiva



No es posible una **integración productiva** sin una **integración logística** que le de sustento físico y regulatorio a los intercambios de bienes y servicios, independientemente si trate de cadenas nacionales, subregionales o globales.

En cada uno de estos elementos, la coordinación de acciones entre actores y sectores resulta fundamental, tanto a nivel local, nacional como subregional



El rol del transporte ferroviario para mejorar la conectividad de América Latina en un escenario post COVID

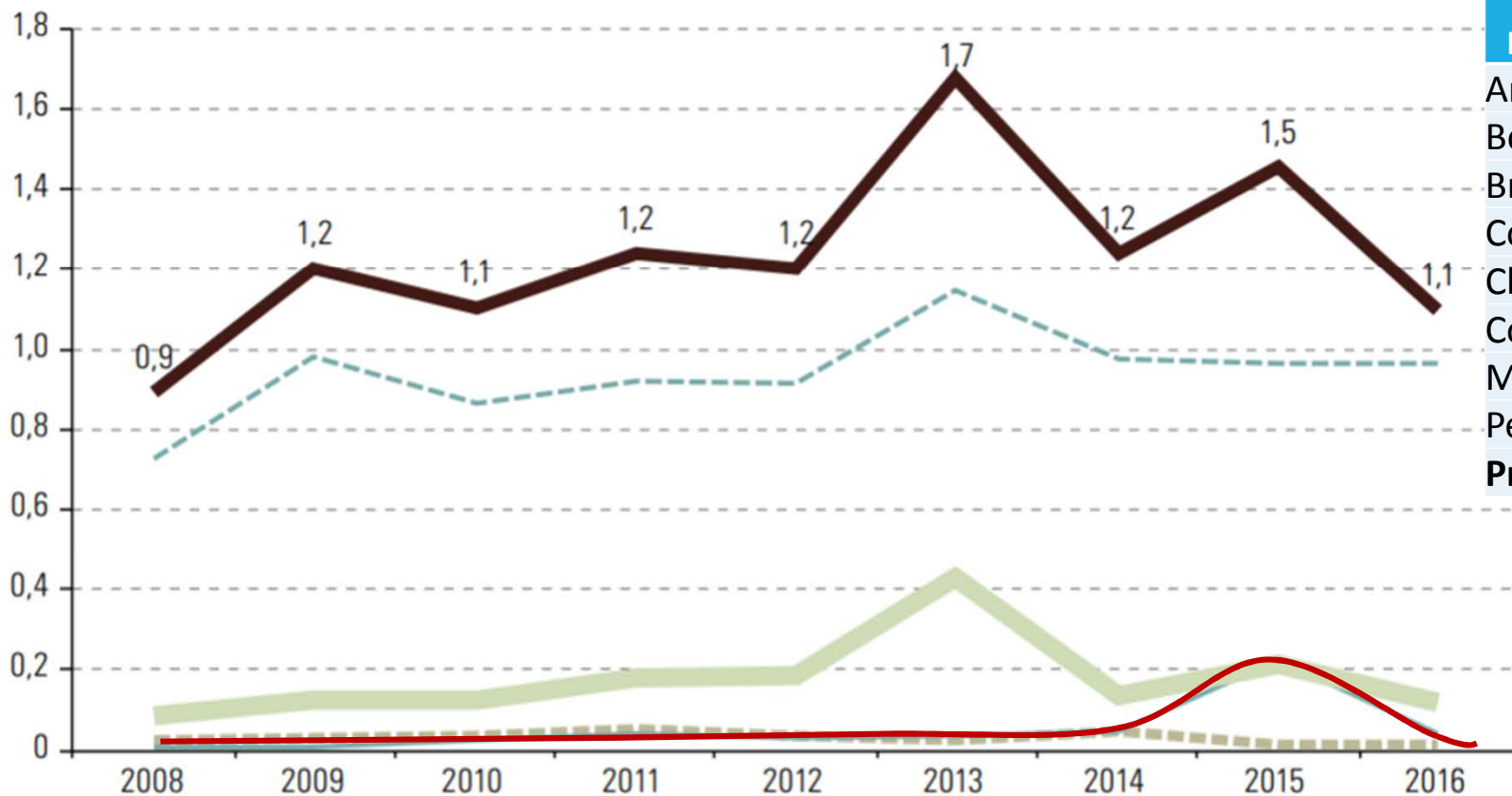
Depende de reformas regulatorias e institucionales para resolver las 4 I :

1. INVERSIÓN
2. INTEGRACIÓN
3. INTEROPERABILIDAD
4. INTELIGENCIA LOGÍSTICA

Estos elementos podrían potenciar el rol del ferrocarril dentro de la matriz modal mejorando la conectividad, por su flexibilidad en los despachos y conformaciones de convoyes, menor congestión en fronteras y la ventaja logística de llegar al centro de la mayoría de las ciudades.

Inversión | Aumentar la participación modal

(Inversión sectorial en porcentajes del PIB, 2008 - 2016)



Inversión Ferrocarril	PIB	Sector
Argentina	0,20%	28%
Bolivia	0,17%	4%
Brasil	0,05%	24%
Costa Rica	0,01%	1%
Chile	0,30%	26%
Colombia	0,01%	0%
México	0,12%	27%
Perú	0,20%	21%
Promedio Regional	0,08%	17%

- Total transporte
- - - Carreteras
- Fluvial y marítimo
- Ferrocarril
- - - Aéreo

Integración | Red ferroviaria regional latinoamericana



La malla ferroviaria actual no fue diseñada para favorecer la conectividad

- Falta de normalización de trochas, sistemas de señalización, enganches, frenos y otros sistemas. Falencias regulatorias y de procedimientos aduaneros incrementan el tiempo de viaje y el costo del servicio.

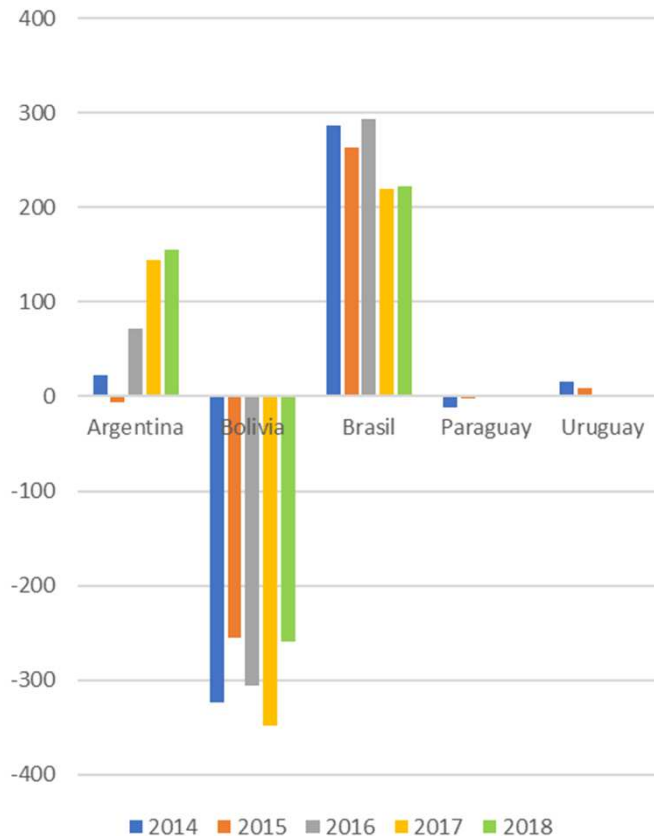
Una estrategia regional permite coordinar inversiones y acciones para desarrollar una red ferroviaria regional capaz de satisfacer las necesidades del comercio internacional y regional

- Trans-Asian Railway Network (TARN) desarrollada por ESCAP y puesta en funcionamiento el 2019 con 20 países participantes, ha generado un espacio técnico-político para coordinar inversiones, armonizar y digitalizar procedimientos de Aduana, intercambio de información entre compañías ferroviarias con otros modos de transporte y agencias de control, así como resolver asuntos emergentes como el COVID en fomento de un flujo más eficiente, resiliente y competitivo.

¿Es posible avanzar hacia un esquema de estas características en América Latina con el apoyo de CEPAL, ALAF, UIC, iniciativas de integración regional y actores públicos y empresas privadas ?

Interoperabilidad | Favorecer la operación comodal

Desequilibrio en los flujos ferroviarios (En volumen total comercializado EXP-IMP)



Complementariedad con otros modos:

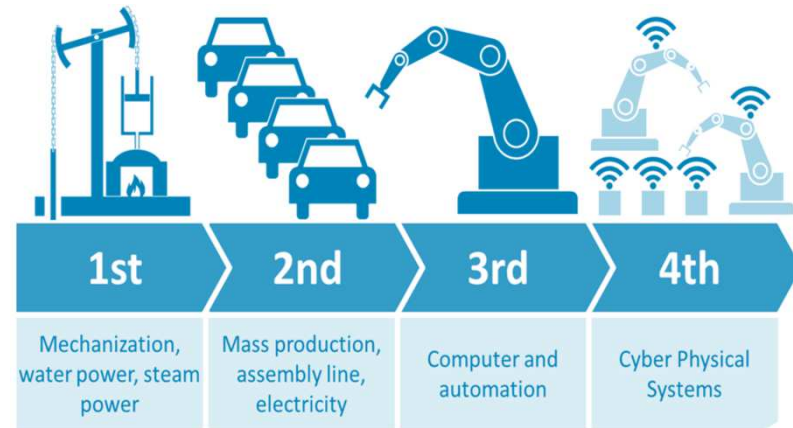
- Priorizar y financiar corredores ferroviarios subregionales
- Gestionar procedimientos de cruce de frontera integrados y expeditos, estándares internacionales y normativas de Naciones Unidas
- Mejorar capacidad y conectividad con tiempos, costos competitivos y menores externalidades negativas sociales y ambientales
- Infraestructuras físicas y tecnológicas para favorecer un intercambio modal de forma competitiva y transparente al usuario final

Establecer procedimientos logísticos y comerciales integrados:

- Resolver desbalances de flujos ferroviarios y sobrecostos asociados
- Tiempo (duración de origen a destino)
- Servicio (flexibilidad, predictibilidad, manejo contingencias).
- Tarifas (integradas de origen a destino)

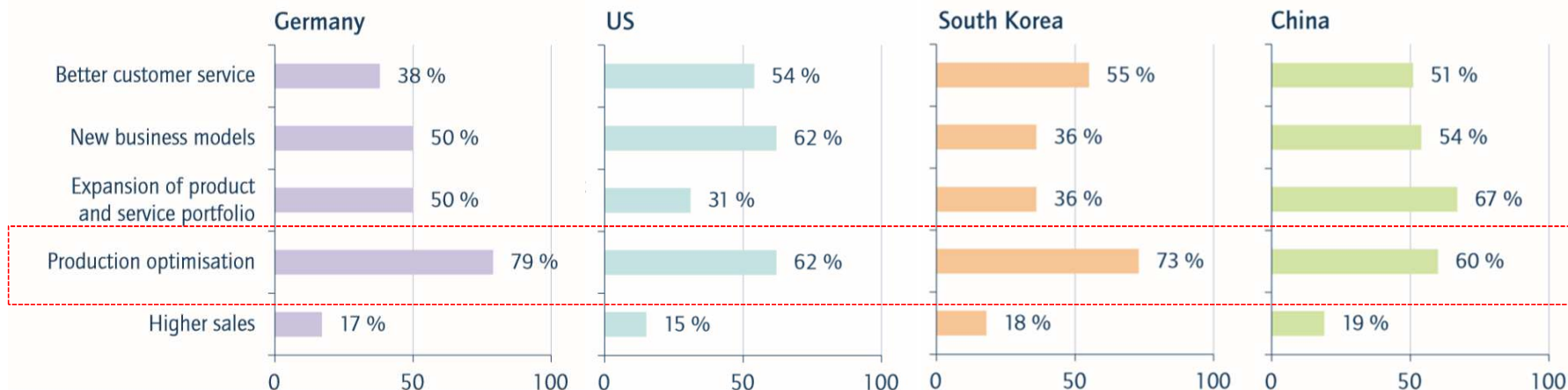
Inteligencia | Tecnología seamless y Smart rail freight services

La 4ta Revolución Industrial



Establecer procedimientos logísticos, tecnológicos y comerciales integrados:

- Incremento de la eficiencia y mayor interconexión física y documental con otros modos y operadores de transporte (aire, tierra, agua)
- Compañías flexibles con servicios integrados independientemente del número de fronteras y compañías involucradas en el servicio.
- Incorporación de nuevos mercados (refrigerados) y trenes de alta velocidad de carga con trazabilidad y control de variables del servicio
- Gestión logística y comercial integrada para un servicio seamless.



* Source: ACATECH, "Industrie 4.0 in a Global Context", 2016

n = 148, multiple responses allowed

Reflexiones preliminares

- i) Las políticas nacionales de logística, deben incorporar al **sector ferroviario**, como un actor relevante para la conectividad territorial, el flujo expedito de cargas intrarregionales y la reducción de externalidades negativas del transporte. Por ello debe evaluarse la necesidad de ser receptor de inversiones para potenciar su rol, en la medida que se potencien las 4I además de la coordinación de acciones con los países vecinos para generar las economías de escala necesarias.
- ii) Fortalecer la integración entre las **políticas logística, facilitación y comercio**, permitirá un flujo expedito y seguro de insumos, especialmente en tiempos de crisis como la que estamos viviendo. La interoperabilidad depende de la armonización de los procedimientos (aduanas, inmigración, fitosanitarios, etc.) e intercambio de información en tiempo real.
- iii) El **progreso tecnológico y la complementariedad con otros modos** brinda nuevas oportunidades al sector, por ejemplo una nueva línea de alta velocidad que unirá Beijing con Moscú, recorrerá los 7.000 kilómetros en menos de 30 horas, trayecto que actualmente demora entre 15 a 18 días, en comparación con el camión (25 a 28 días) o barco (40 a 43 días).

Información de contacto



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UNITED NATIONS



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<http://www.cepal.org/transporte>





INTERNATIONAL UNION
OF RAILWAYS

JEAN PEJÓ

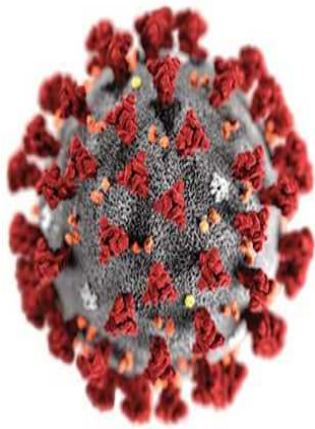
Secretario General ALAF, Brasil

CONFERENCIA WEB. IMPACTO Y ADAPTACIÓN DE LOS FERROCARRILES LATINOAMERICANOS ANTE EL COVID-19


Panel 2

22 JUNIO 2020

COVID-19 LATIN AMERICAN RAIL NETWORKS IMPACTS AND ADAPTATIONS!



Novel Coronavirus, 2019-nCoV
is now officially called
COVID-19
CO - Corona
VI - Virus
D - Disease



World Health Organization

PROGRAMA

MOBILIDADE URBANA DE PESSOAS NO BRASIL

IMPACTO DA PANDEMIA COVID 19 NO
METROPOLITANO

TRANSPORTE

PROTOCOLOS

SUSTENTABILIDADE PÓS PANDEMIA

MOBILIDADE URBANA DE PESSOAS NO BRASIL

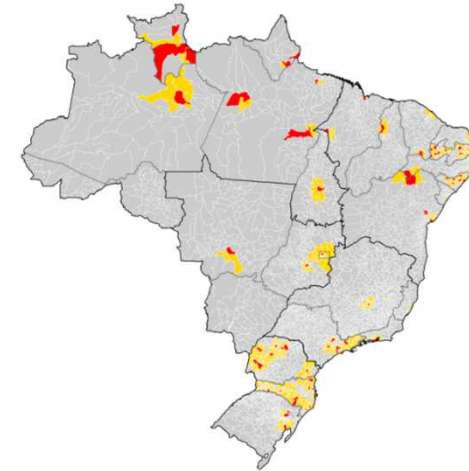
1. ABRANGENCIA

➤ 5570 MUNICÍPIOS

- 2.904 MUNICÍPIOS COM TRANSPORTE COLETIVO – ONIBUS
- 62 MUNICÍPIOS COM TRANSPORTE SOBRE TRILHOS

▪ REGIOES METROPOLITANAS

- O BRASIL TEM 74 REGIOES METROPOLITANAS, PORÉM APENAS 11 REGIOES METROPOLITANAS POSSUEM TRANSPORTE SOBRE TRILHOS QUE TRANSPORTAM CERCA DE 11 MILHÕES DE PASSAGEIROS DIA (*Metrô, Trens Metropolitanos e VLT's*)
 - A REGIÃO METROPOLITANA DE SÃO PAULO ABRANGE 39 MUNICÍPIOS E REPRESENTA CERCA DE 75% DE TODO TRANSPORTE SOBRE TRILHOS DO BRASIL
- *NÃO TEMOS NO BRASIL SERVIÇO REGULAR DE PASSAGEIROS DE TRENS DE PASSAGEIROS DE LONGO PERCURSO E DE TRENS REGIONAIS. À EXCEÇÃO É A VALE QUE OPERA TRENS DIÁRIOS EM SUA REDE.*



IMPACTO DA PANDEMIA COVID 19 NO TRANSPORTE METROPOLITANO

- COMO O SETOR SE ENCONTRA?

ISOLAMENTO SOCIAL

PROTOCOLOS



- ✓ QUEDA DE DEMANDA EM MEDIA DE 80%
 - ✓ [Sistemas com paralisação total](#)
- ✓ DISPONIBILIDADE DA FROTA EM MEDIA DE 70%
- ✓ (evitar aglomerações)
 - ✓ [Sistemas com liberação de toda frota](#)



IMPACTO DA PANDEMIA COVID 19 NO TRANSPORTE METROPOLITANO

- 2 O QUE FAZER?

- 2.1 SOBREVIVENCIA – DEMANDAS

- **SOCORRO DO GOVERNO FEDERAL**

- PERMITIR E FACILITAR O ACESSO AO CRÉDITO
- ALONGAMENTO DO PRAZO DE PAGAMENTO DAS DÍVIDAS DAS EMPRESAS
- REDUZIR TARIFA DE ENERGIA ELÉTRICA PARA USO EM TRANSPORTES DURANTE A PANDEMIA
- REDUZIR VALOR DE VENDA DE COMBUSTÍVEL PARA USO EM TRANSPORTES DURANTE A PANDEMIA
- REDUZIR CARGA TRIBUTÁRIA DURANTE A PANDEMIA



PROCOLOS

EQUIPES DESINFECÇÃO

- Atividades de higienização e desinfecção nos trens, catracas e estações,
- Esta equipe tem atuado diretamente com foco no combate à proliferação do vírus, atuando nas principais fontes de contaminação, como pega-mão nos trens, validadores e catracas.

▪ USO DO ÁLCOOL EM GEL

▪ USO OBRIGATÓRIO DE MÁSCARAS

▪ DISTANCIAMENTO SOCIAL (1,5 m)

▪ TESTES COM LAMPADAS ULTRAVIOLETAS

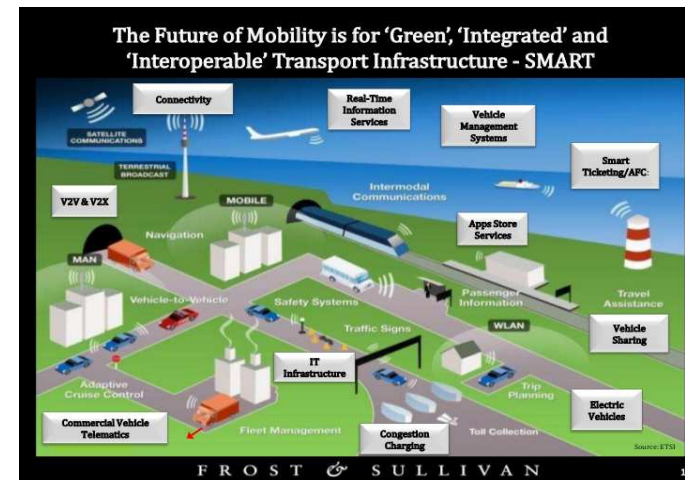
SUSTENTABILIDADE PÓS PANDEMIA

- Como fazer?
- **EXPANDIR A INFRAESTRUTURA DE MOBILIDADE URBANA**
 - INCENTIVAR PROGRAMAS DE PPP E CONCESSÕES
 - BANCOS INTERNACIONAIS DE FOMENTO
 - BANCOS DE DESENVOLVIMENTO NACIONAIS
 - CRIAR O FUNDO NACIONAL DE MOBILIDADE URBANA DE QUALIDADE
- **ESTRUTURAR EMPREENDIMENTOS DE TOD**
 - (transit-oriented development)

IMPLANTAR GOVERNANÇA METROPOLITANA

SUSTENTABILIDADE PÓS PANDEMIA

- MANTER A SUSTENTABILIDADE ECONÔMICA, SOCIAL, AMBIENTAL E TECNOLÓGICA
- BUSCA CONTÍNUA DA SMART MOBILITY



- MOBILIDADE URBANA É QUALIDADE DE VIDA
- *CIDADE FELIZ TEM MAIS PEDESTRES E CICLISTAS E MENOS MOTORISTAS*

Jean Pejo

SECRETÁRIO GERAL ALAF – BRASIL

EX SECRETÁRIO NACIONAL DE MOBILIDADE E SERVIÇOS URBANOS

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