



INTERNATIONAL UNION
OF RAILWAYS

TEXT PRONOUNCED UIC RAME UIC FREIGHT JOOST OVERDIJKINK

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- Agenda point: Fostering an international approach to support freight in Europe, **Corridors as vectors for cooperation**
- Text pronounced accompanying the Power Point slides 'UIC RAME UIC Freight Joost Overdijkink'
- Due to time constraints, some parts were not pronounced (text highlighted in grey)

[Title page]

Good morning,

My name is Joost Overdijkink, I am a freight advisor at UIC and part of my work consists of coordinating the cooperation between railway undertakings that operate on the European rail freight corridors.

I will outline for you the tools that the European Union created to boost multimodality in order to help rail be a key actor of modern supply chains.

We will see a brief overview of the legislative framework that has been established, showing successes and difficulties. We will see that the establishment was gradual and not imposed as a finished product right from the start and we will see that the railway sector itself was and is a driving force behind this. After that, I will finish with an example of international cooperation that was fostered by this corridor approach. This presentation will be followed by Mr Rafi Papo who will give testimony on the experiences of his railway undertaking in transcontinental corridor traffic, including to the Middle Eastern region.

[RNE map 2004]

In 2004, the majority of European Infrastructure Managers and Capacity Allocation Bodies founded Rail Net Europe, a voluntary cooperation effort along 11 designated corridors to develop common tools and processes to support international rail traffic.

[Initial TEN-T map 2007]

At the same time, in order to support the development of the EU transport network, the EU established a first set of multimodal corridors on which to focus investments.

[RFC map 2010-2020]

2011 saw the EU institutionalising of 11 corridors as Rail Freight Corridors, designed primarily to offer the market guaranteed capacity, based on a path catalogue.

[Corridor basics]

- The corridors are established along existing traffic flows and potential, promising new flows
- They connect to transcontinental corridors via Belorussia, Turkey and the Black Sea.

The principle products they offer are:

- guaranteed paths along the whole corridor
- Coordination of Works along the corridor
- Coordination of disruption management

[Corridor Governance]

The corridors are a legal entity, and as you can see, they have a management structure, comprising a management board of Infrastructure Managers, a Railway Advisory Group of freight Railway Undertakings and an Executive Board with states' representation.

The central part of the corridors is the One-Stop-Shop, where RUs can choose from a catalogue of paths, predefined along the whole corridor and across several countries, without having to contact each IM by itself and without having to assemble an international journey out of many different national paths. The objective was to go from 'do-it-yourself' to 'off the shelf'.

[Overview]

We will leave this overview slide for you to examine after the meeting

[TEN-T map 2013]

In 2013 the EU passed the Directive designating a comprehensive multimodal system of corridors - comprising railways, motorways, inland waterways, ports and terminals, called the Trans-European Transport Network, or TEN-T, which you see here on this map. For freight, the system comprises railway corridors, ports and rail-road terminals.

The Member States are obliged to establish a multimodal transport network comprising rail, road and inland waterways and to do that to an agreed set of standard infrastructure requirements, answering current and future market needs. Institutionalising it on an EU scale enables the Union to focus both EU and national investment on those corridors. It should be noted that, although the focus is on corridors, eventually such a harmonisation should be carried over to the whole network, wherever relevant.

There is the Core Network, complemented by a multimodal network of other mainlines, ports and terminals called the Comprehensive Network. The constituent parts of this network were determined by each member state and followed the principle routes already in existence, although some new routes and missing links were to be constructed.

This policy had to meet two general goals: ensuring the compatibility of the EU economy on the world stage and contributing to the decarbonization objectives of the EU. **Up until then, road was the major means of haulage in the EU.** In order to meet the decarbonization objectives, a major part of the new transport policy

was not simply to enlarge the whole network while maintaining the status quo on the transport market, but it was to facilitate a modal shift from road to rail and inland waterways. This Modal Shift is a major part of the policy. More recently, this goal has been sharpened into achieving a 30% market share for rail and inland waterways by 2030, as a response to the ever-increasing pressure on the global environment. The EU rail freight operators have adopted that goal for themselves and have based their international cooperation on it. That cooperation is cemented in the pan-European Rail Freight Forward alliance, on which you will hear more later in this webinar.

[Harmonised infrastructure]

The railway infrastructure has to be harmonised according to a set of high-quality parameters:

- ERTMS
- Loading gauge P400
- Electrification
- 740m trains
- 22.5 tons axle load

You can find these and other requirements in the UIC corridor requirements and parameters study on the UIC website.

Finally, to reach harmonisation of national rules, the EU implemented the Single European Railway Area Act; which forces member states to gradually abolish their national rules and to conform to the internationally established rules.

[TEN-T overview]

Again, I will leave you with an overview slide for after the meeting.

[What rail freight needed:]

To conclude on this introduction to EU freight corridors, we have seen that what rail freight needed (and it still does) to survive, were harmonised infrastructure parameters, rules and procedures to facilitate smooth, 'borderless' international traffic; it needed smooth interchange between modes, and it needed enough capacity that conformed to market needs.

[EU Regulations]

We have seen that the EU

- has established the TEN-T corridors to
 - stimulate and concentrate infrastructure investments
 - implement standard, high-level infra parameters;
- that it has established rail freight corridors to offer guaranteed capacity to operators
- and that it has established a Single European Railway Area to uniform national regulations

[TEN-T and RFC]

Evaluating these measures, we can draw some lessons on what needs to be improved and what was already successful.

While the objectives of the European Union are not called into question by the railway sector, it is the implementation that has been troublesome.

The Trans-European Network (on the left of the slide) is a tool where

- ! All modes are promoted, and the interests of non-rail modes still hamper rail freight development
- ! National market protection policies remain an issue in harmonization, leading to mismatches

Two consequences of both these problems are:

- ! a lagging behind of the implementation of the standard infrastructure parameters
 - ! And an unharmonized implementation of the European Railway Traffic Management System.
- ! It is therefore still important for railways to get member-states to focus on Rail:
- ! Namely investing in Harmonization & Parameters
 - ! And in a Level playing field between different transport modes.

The Rail Freight Corridors, on the other side of the slide, with the One-Stop-Shop, the path catalogue and the coordination of Works has several challenges as well:

- ! First of all, because regulations cannot be enforced, national practices are hard to give up because the interests of national traffic are viewed as more important than international freight.

The consequences are that:

- ! Member States do not engage enough
- ! And that therefore, the harmonization of processes lags behind
- ! the coordination of works is very difficult to establish, because national finance procedures for infrastructure maintenance and projects differ widely per state
- ! And lastly, passenger traffic is often prioritized.

- ! A second major problem is that the capacity products offered are often not market oriented or they are of low quality. Therefore, the path products have had only limited success.

The consequences are that:

- ! Freight railway undertakings still do-it-themselves
- ! There is a lack of capacity at the times the market needs it
- ! And that generally speaking, the service to clients is not reliable enough

Fortunately, there are also some substantial positive effects of these tools. I will name three important ones:

1. Infrastructure Managers are now focussing more on offering flexible paths that fit the market better and the sector is working together to develop a time-tabling model that is a rolling planning, adaptable at short notice, based on the offer of a time-slot, instead of a fixed path.
2. Having the corridors, with the Infrastructure Managers, the ministries and the Railway Undertakings meet and advise the Infrastructure Managers is a positive development. It is the only formal international platform where international issues regarding infrastructure and performance can be discussed and solved. The solving is not easy and still takes a long time, but it is a good thing to have an institutionalised system in place.
3. In the sector there is a general support for some form of international traffic management. How far that should go is under discussion, but the principle itself is revolutionary.

To close off this introduction, I will give you a concrete example of successful international cooperation fostered by the corridors.

This concerns International Contingency Management of large disruptions that have serious consequences for international rail freight.

[ICM]

Between the 12th of August and 02nd of October 2017, a major railway disruption in Germany caused the rail freight corridor 1, which connects the ports of north-western Europe to Italy via Switzerland to be blocked for 51 days. This is a very busy and congested route. Rerouting of freight trains proved to be very difficult.

Coordination between infrastructure managers of Germany, France, Switzerland proved to be difficult on an operational level, while interoperability was hardly possible. This led to railway undertakings to be stuck with their trains because their locomotive power, their staff or the characteristics of their trains (such as length and axle load) were not adapted to the requirements of the rerouting lines. A chaos ensued and the total losses for both railway undertakings and the European economy were astronomical, estimated for Germany alone to be around 2 billion euros.

In reaction, the EU and the sector took it upon themselves to solve the underlying issues that led to this severe and prolonged disruption.

Infrastructure Managers and railway undertakings came together and developed a set of coordination rules that are to be applied in case of a disruption.

[definition of international disruption]

A formal definition of an international disruption was set at an incident longer than 3 days, with a high impact on international traffic.

[How sector deals with ICM]

The sector has come to a comprehensive set of measures, for infra managers and railway undertakings. UIC coordinated the work for railway undertakings.

The main points are:

- Optimised rerouting options
- an IM and RU contingency Task Force was set up per corridor, which comes into action at every declared international disruption
- detailed processes and procedures between RUs, IMs and end-customers are set up
 - including clear division of responsibilities
 - strengthened communication between these parties
 - and a comprehensive view on which functions and tasks need to be coordinated
- the pooling of the loads of several RUs into one train to share paths has been agreed upon
- And in addition, several other options to use the resources of other railway undertakings are being set up.
 - That means that during a disruption a company could use the driver, or locomotives or a train path of another company to use the diversionary route, because his own resources are not suitable for that route. The railway undertakings are developing a standard business agreement to handle such sharing.
 - The sharing of resources is in the process of being further developed, as several issues with certifications for drivers (like language and route knowledge) and locomotives need to be solved.
 - This work is done together with infrastructure managers and safety authorities, with the support of the EU.

The first disruptions (we have had them, unfortunately) have already benefitted of this new cooperation in the sector and it has greatly improved communication between infrastructure managers and freight railway undertakings.

[Railway Undertakings' Handbook]

The handbooks of Infra managers and railway undertakings can be accessed on the UIC website and Rail Net Europe. The railway undertaking handbook will be published as a UIC International Railway Solution, or IRS by the end of this year.

[Conclusions]

The ICM initiative is an example of international cooperation fostered by the corridor concept, where success can be long-lasting, and which will increase in importance as quality goes up following our experiences.

UIC, as coordinator for railway undertakings on the corridors, has served the interests of its members.

THANK YOU VERY MUCH. I give the floor to Rafi Papo of Rail Freight Cargo to share his experiences on corridor operations.