Fostering an international approach to support freight in Europe

↑ CORRIDORS AS VECTORS FOR COOPERATION

Joost Overdijkink, Senior Advisor Freight
RAME webinar, 14 October 2020
Corridor beginnings, 2004...

- RNE: Rail Net Europe (created 2004, by IMs and Capacity Allocation Bodies)
- Exclusively on railway corridors, numbered 1 to 11
- Voluntary coordination common processes and tools (ex. pathfinder, real-time train data, etc.)
Initial multi-modal corridors, 2007-2013

- Multimodal but with rail priority
- 30 projects
- Budget EU 2007-2013: 8 billion euros
  - Cofinancing studies up to 50%
  - Realisation projects up to 20/30%
- On total EU Budget of 225 billion euros
Corridor basics

- Corridors chosen along existing traffic flows and potential, promising new flows
- Connect to transcontinental corridors via Belorussia, Turkey and the Black Sea.

**Principle products:**
- Offer guaranteed paths along the corridors
- Coordinate works along the corridor
- Coordinate disruption management

- Corridors are legal entity, with a management structure, a Railway Advisory Group and an Executive Board with states’ representation.
RFC Governance

Executive Board - Art. 8(1)
- Define general objectives
- Supervise / take measures as provided for in: Art.8(7), Art.9, Art.11, Art.14(1), Art.22

Management board - Art. 8(2)
- Take measures as provided for in: Art.8(5,7,8,9), Art.9, Art.10, Art.11, Art.12, Art.13(1), Art.14(2,6,9), Art.16(1), Art.17(1), Art.18, Art.19

Advisory group «Terminals» - Art. 8(7)
- Terminal owners/managers

Advisory group «Railways» - Art. 8(8)
- Railway Undertakings

Member State Authorities

Infrastructure Managers

Allocation Bodies

One-Stop-Shop
Art.13(1)

Regulatory Bodies

National Safety Authorities

Applicants
Art.15

Non-railway Undertakings

Railway Undertakings

Terminal owners/managers

Railway Undertakings

Art.10, Art.11, Art.12, Art.13(1), Art.14(2,6,9), Art.16(1), Art.17(1), Art.18, Art.19

mandate

sets up

apply for capacity

sets up
Rail Freight Corridor (RFC) Network overview

EU policy: Regulation (EU) No 913/2010: Implementation and development of Europe-wide network of Rail Freight Corridors (Additional to TEN-T Regulation)

Objective of Regulation:
Make rail freight compatible with other modes.

Good quality and sufficiently financed railway infrastructure > freight transport services to be provided under good conditions:
• Compatible commercial speed
• Compatible journey times
• Reliable: service provided by Infra Manager (IM) corresponds to contractual agreement between IM and Railway Undertakings (RUs).

Geographics
❖ 11 corridors, completion 2030.
❖ In the eyes of RUs, corridors are precursor of Network wide TEN-T parameter implementation

Products:
Capacity reserved for freight, coordinated across borders, platform for international traffic issues to be addressed, coordination of Works along the corridor, coordination of disruption management
Trans-European Transport Network (TEN-T)
Harmonised infrastructure

Main infra parameters for corridors:
- ERTMS
- Loading gauge P400
- Electrification
- 740m trains
- 22.5 tons axle load

UIC corridor requirements and parameter study:
EU policy: Regulation (EU) No 1315/2013: Implementation and development of Europe-wide network of:

- Railway lines and terminals
- Roads
- Inland waterways & Maritime shipping routes
- Ports & Airports

Objective of Regulation:

➢ Close gaps
➢ Remove bottlenecks
➢ Remove technical barriers (harmonized infrastructure)
➢ Strengthen social, economic and territorial cohesion in the EU

Standard parameters for harmonized infrastructure:

740m trains, 22.5 max axle load, loading gauge CP70/400, electrification, ERTMS

Geographics

❖ Core Network: **9 corridors, completion of parameter implementation 2030.**
❖ Comprehensive Network: covers all European regions completion 2050

Part of EU objective: Single European Transport Area: Seamless, safe and sustainable mobility of persons and goods

Tools

❖ Financial incentives via different support programs.
What rail freight needed:

➢ Smooth, ‘borderless’ international traffic
  • harmonised infrastructure parameters, rules, procedures
➢ Smooth interchange between modes
➢ Enough capacity conforming to market needs
EU response:

• Rail Freight Corridors offering guaranteed capacity
• Trans-European Network corridors to stimulate and concentrate infrastructure investments
  o implement standard, high-level infra parameters;
• SERA uniforming national regulations
Trans-European Network and Rail Freight Corridors

Challenge for Rail:

- All modes promoted, strong counter-lobbies non-rail modes hamper rail freight transport

Consequences:

- Implementation TEN-T parameters lags behind
- ERTMS is not implemented in harmonized way
- Get member-state focus on Rail:
  - Investing in Harmonization & Parameters
  - Level playing field

Positive:

- The legal basis fosters national investments and makes EU aid possible
- There is an agreed goal amongst states: a Single European Railway Area.
- UIC objectives match EU objectives

Challenge for Rail:

- Regulations cannot be enforced.

Consequences:

- Products mostly not market oriented or sub-par

Positive:

- Flexible paths
- There is an official international platform, recognized by all EU governments, where IMs and RUs meet and can address their issues related to international freight. RUs are increasingly heard.
- Cooperation is fostered.
- ICM
- RUs unite in their messaging
- IMs cooperate more on cross border lines
- Harmonization of processes is taking place, UIC often coordinator
International Contingency Management

Rastatt, Germany, Corridor 1 Rhine-Alpine
 Interruption 12th August – 2nd October 2017

Finding 1:
• The interruption of Rastatt brought the automated production to a complete stop on the Rhine-Alpine Corridor.
• From up to 200 block trains per day only a maximum of 70-80 could be diverted.
• Rail diversions covered only 1/3 of demand

Finding 2:  
National railway regulations prevent RUs from being fast, flexible, compensatory and highly adaptive:
• Official language
• Route knowledge
• Driving licences
• Loco type approval & registration
• Etc.
What is an international disruption?

Incident

`≤ 3 days`

`> 3 days`

`low / high`

`low`

`high`

`International incident`

`International disruption`

Source: RNE website
How rail sector deals with international contingencies

- Fast reaction after an incident through the clear division of responsibilities
- Clear structure for the processes in crisis management tested by yearly simulations with IM/AB
- Communication: English as language of crisis management
- Strengthened communication between IM and RU, with customers and internally thanks to the task force leader
- Comprehensive view on the functions to be coordinated and tasks
- Optimised rerouting
- Mitigation measures required during international incident
- Mutual sharing of RU’s resources

handbooks (for business continuity) in case of international disturbance
Railway Undertakings’ Handbook for International Contingency Management

- Freight railway handbook accessible via UIC website
- Published as UIC IRS end 2020
- Inframanagers handbook accessible via RNE website

https://uic.org/IMG/pdf/railway Undertakings_handbook_for_international_contingency_management_1.0.pdf
Conclusion

✓ Example of international cooperation fostered by corridor concept

✓ Success that can be long-lasting

✓ Of increasing importance as quality goes up

✓ UIC as coordinator of railway undertakings’ work
Stay in touch with UIC!
www.uic.org
#UICrail

Thank you for your kind attention.