INTERNATIONAL UNION
OF RAILWAYS

Fostering an international approach to support freight in Europe

↗ CORRIDORS AS VECTORS FOR COOPERATION

Joost Overdijkink, Senior Advisor Freight

RAME webinar, 14 October 2020

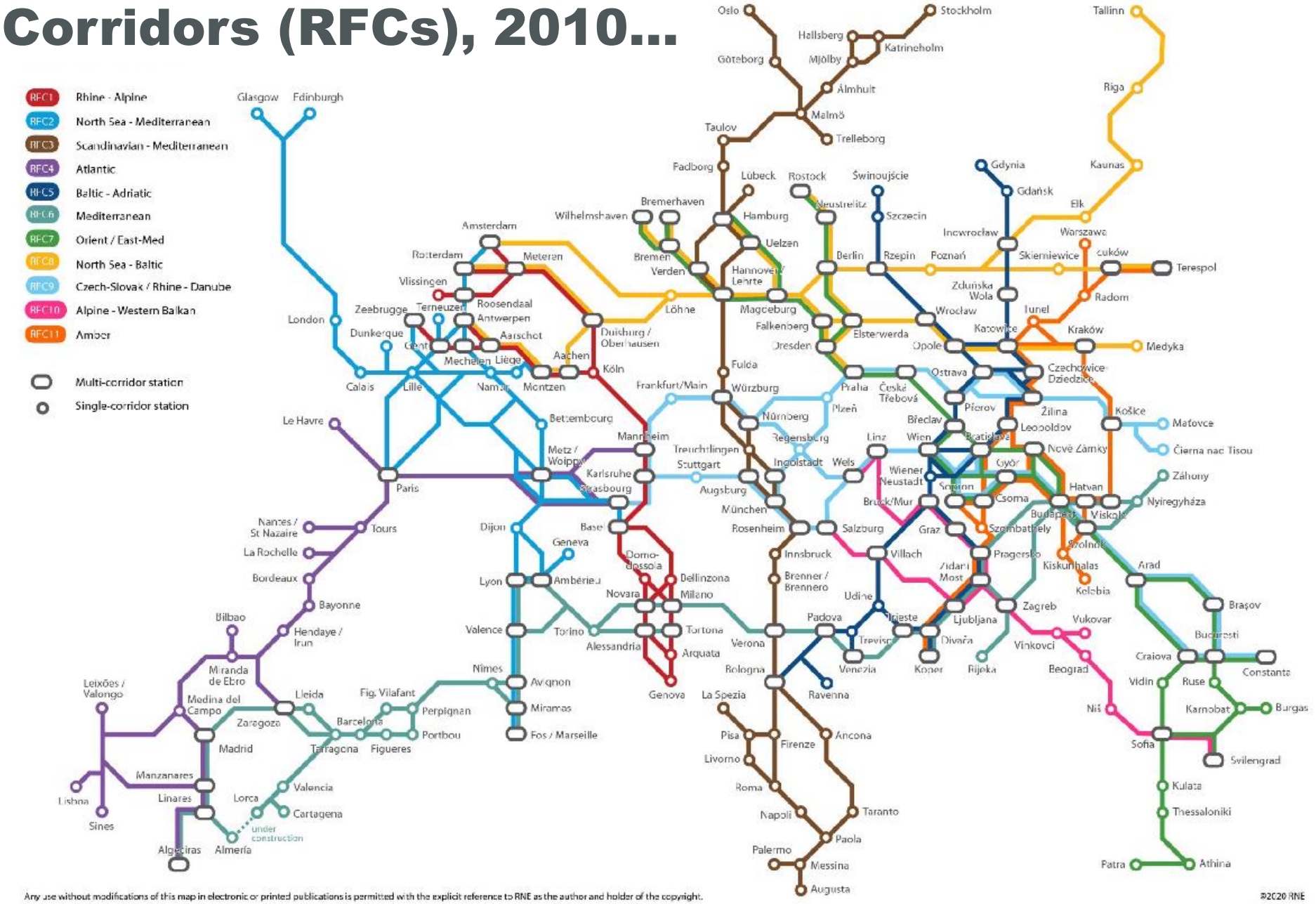
Corridor beginnings, 2004…

- 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

Rail Freight Corridors (RFCs), 2010...



Corridor basics

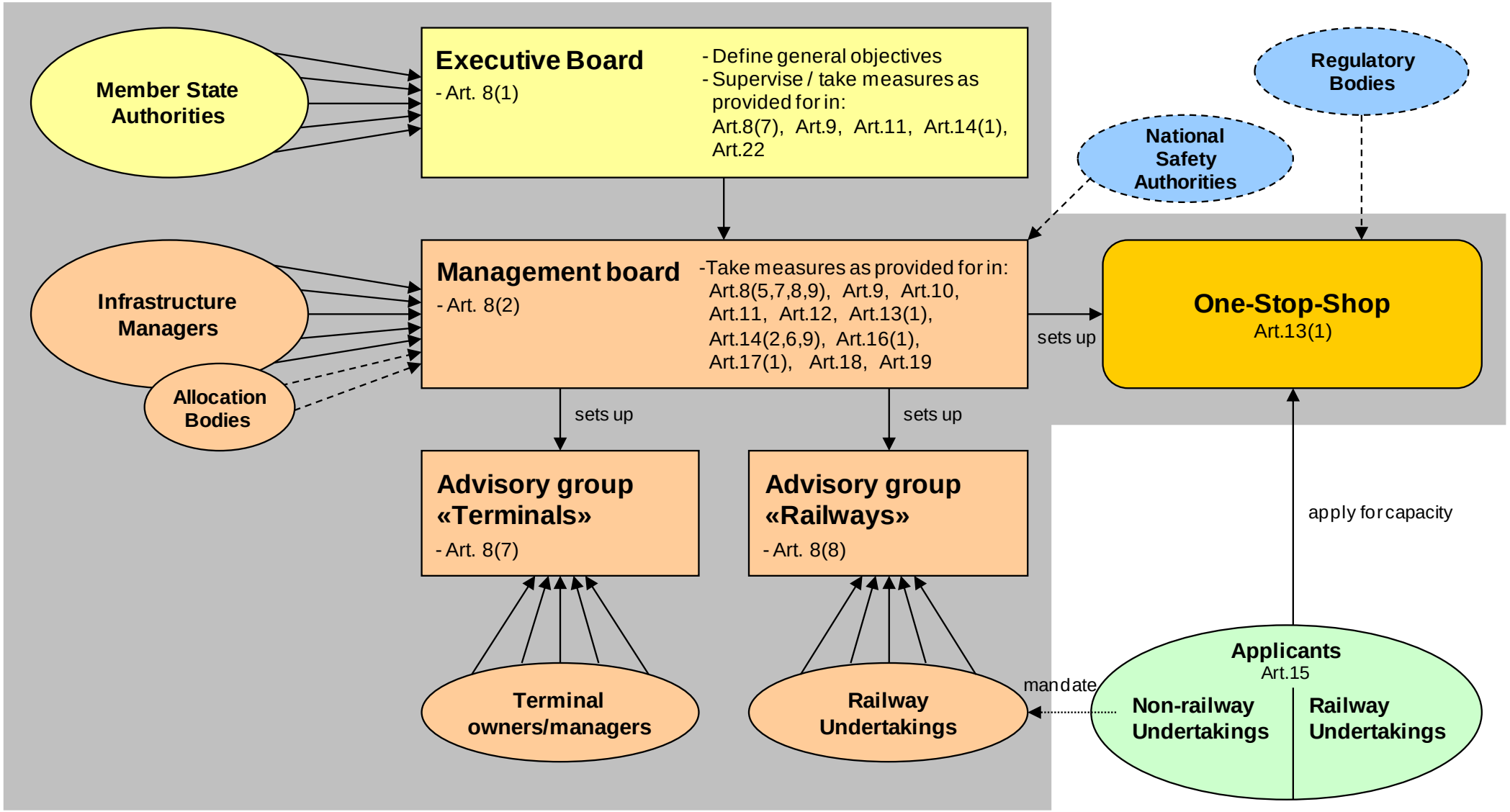
- Corridors chosen along existing traffic flows and potential, promising new flows
- Connect to transcontinental corridors via Belorussia, Turkey and the Black Sea.

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



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)

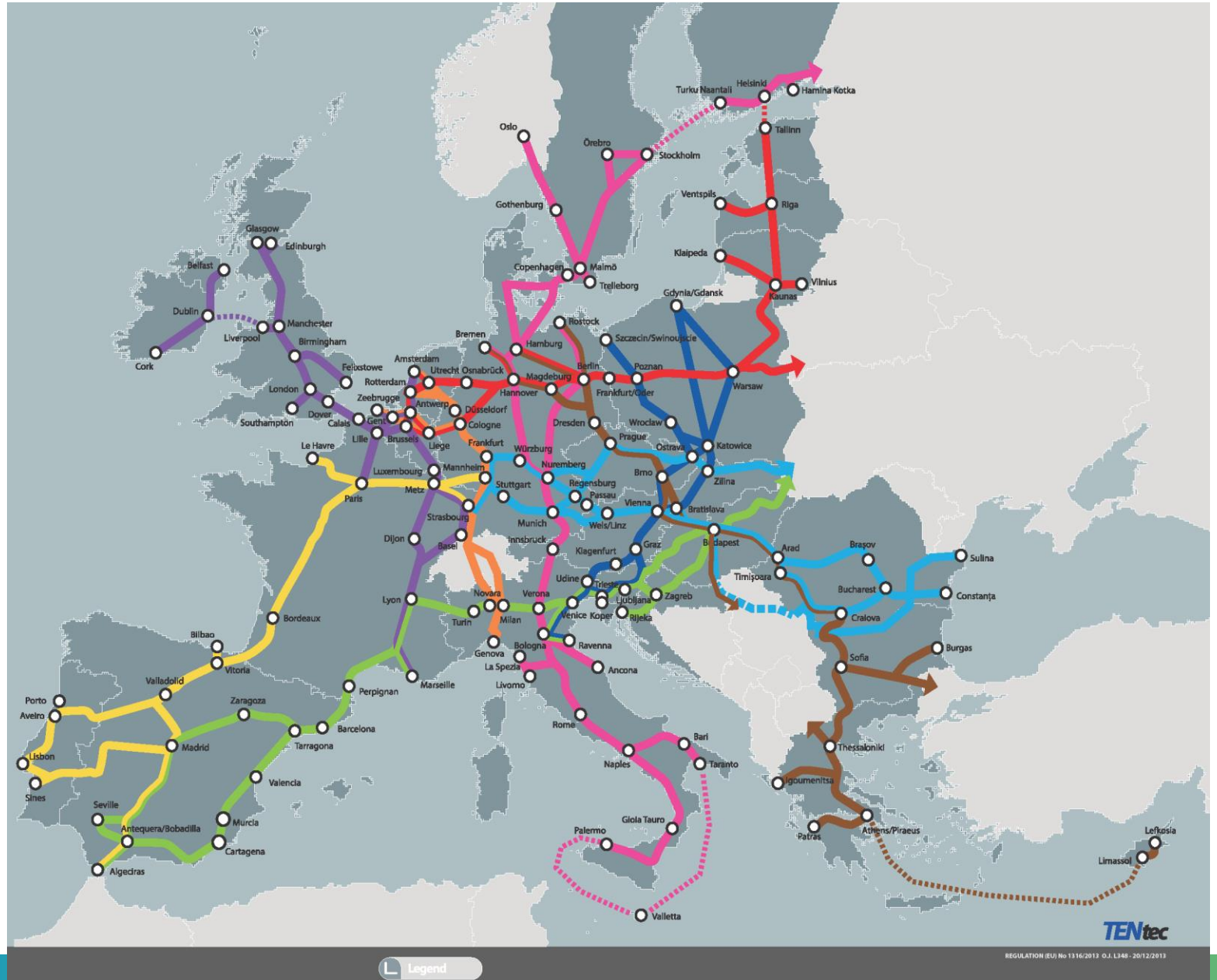
Geographics
- ***11 corridors, completion 2030***.
- In the eyes of RUs, corridors are precursor of Network wide TEN-T parameter implementation

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).

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:

https://uic.org/IMG/pdf/requirements-ru-4the-implementation-of-european-rail-freight-corridors.pdf

Trans-European Transport Network (TEN-T) overview

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

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

Geographics

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

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**

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
  - 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 processen is taking place, UIC often coordinator

International Contingency Management

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

Finding 1:

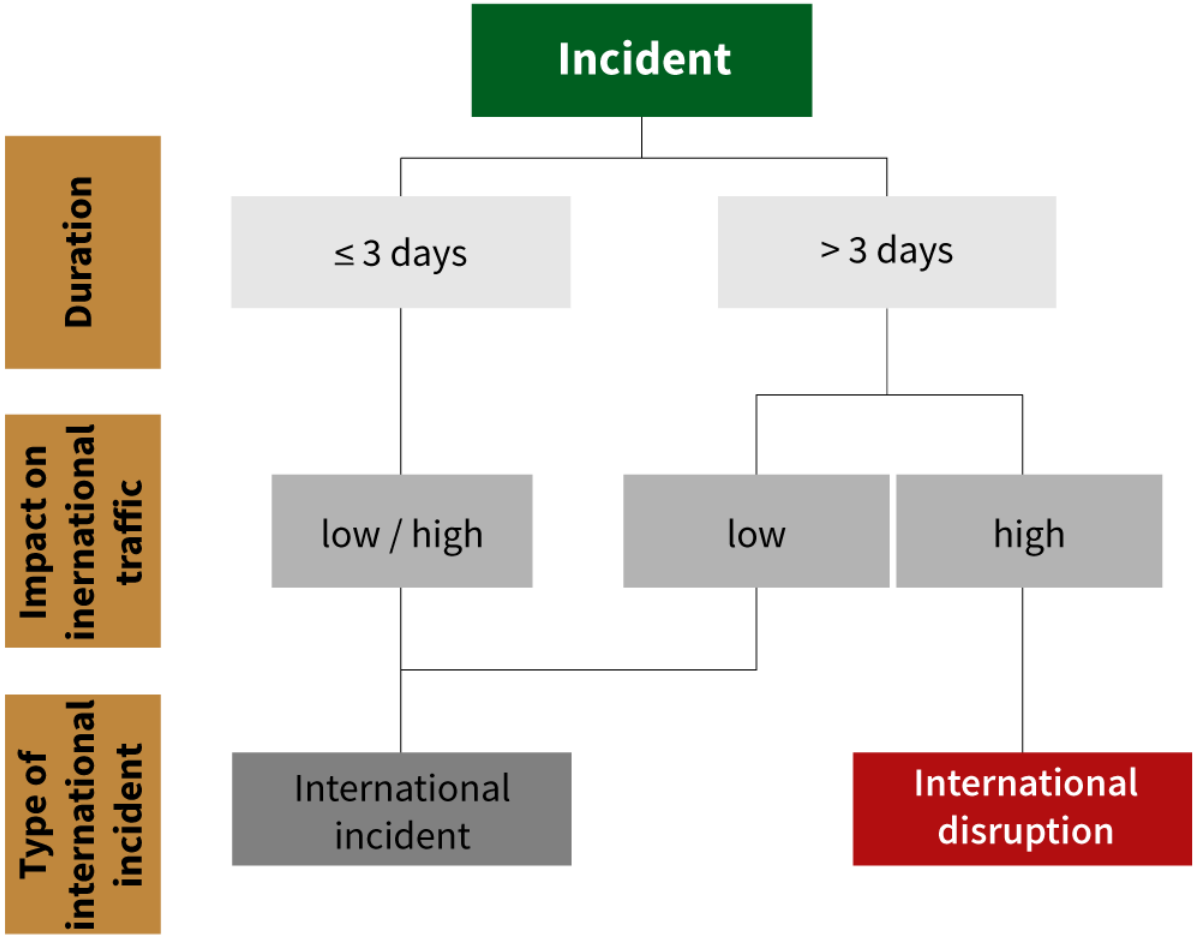
- **The interruption of Rastatt brought the automated production to a complete stop on the Rhine-Alpine Corridor.**
- **From up to 200 block trains per day only a maximum of 70-80 could be diverted.**
- **Rail diversions covered only 1/3 of demand**

Finding 2:

National railway regulations prevent RUs from being fast, flexible, compensatory and highly adaptive:

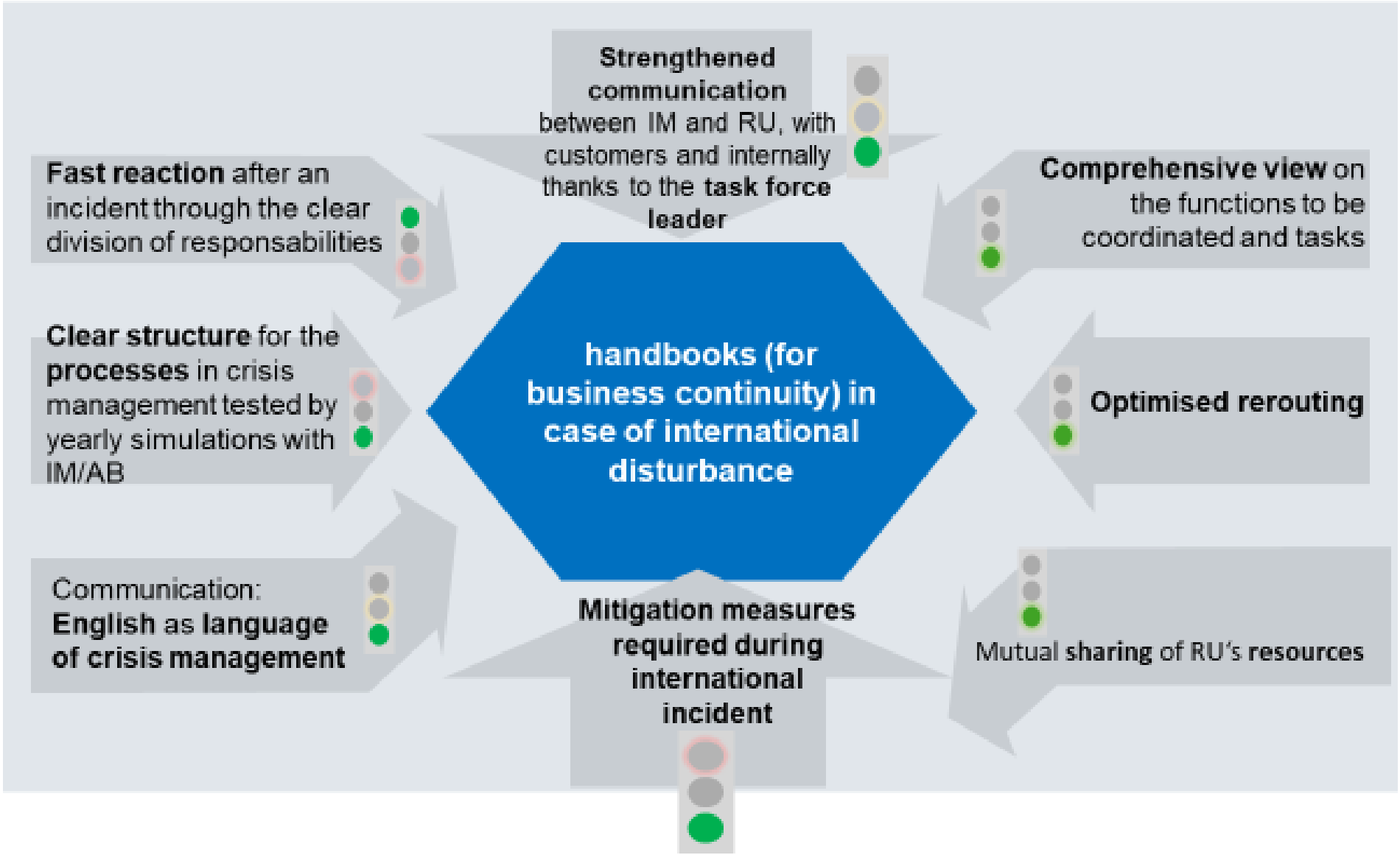
- **Official language**
- **Route knowledge**
- **Driving licences**
- **Loco type approval & registration**
- **Etc..**

What is an international disruption?

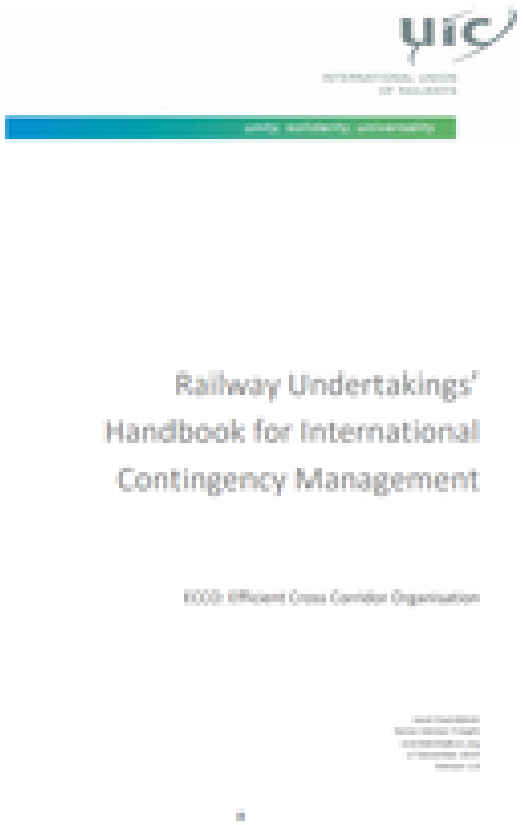


Source: RNE website

How rail sector deals with international contingencies



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_undertaking_s_handbook_for_international_contingency_management_1.0.pdf
https://rne.eu/wp-content/uploads/International_Contingency_Management_Handbook_final_v1.5.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

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