WEBINAR

XBORDER - SECTIONS

WORKSHOP 23 FEBRUARY 2021

PRESENTATION BY

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From xborder 1 to xborder 2

Désirée Baer, 23. Feb
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Origin of the xborder project.

- Around 50% of freight traffic in Europe is international
- Market share of rail freight is stagnating at around 18%
- Numerous regulatory and operational issues at borders hamper the competitiveness of rail freight traffic
- That's why the Freight CEO Task Force endorsed the UIC xborder project „Short distance cross border interoperability“ in November 2016

Aim

- to develop quick win solutions for the driver language and operational issues at border sections
- Project members:

  ![Project Members Logos]

SBB Cargo as Sponsor

- As a non-EU country in the middle of Europe, Switzerland experiences these challenges every day.....
  
  ....that is why SBB Cargo has become sponsor for the xborder project.
Xborder 1 led to important findings on current problems and possible quick win solutions.

Assessment of 3 borders sections
Venlo-Kaldenkirchen, Modane-Bardonecchia, Forbach-Saarbrücken

Issues collected can be clustered in
- Cross border operation and framework
- Language
- Train characteristics

Results of xborder 1
- 15 quick wins were identified and proposal on solutions were formulated
- Standardized vocabulary necessary for safe border exchange was defined
The aim of xborder 2 is to define the setup of an ideal border section to facilitate cross-border operations

→ The language topics were bundled in a separate project. Work is done in synergy with RNE Language Programme and Translate4Rail (Shift2Rail)

→ For the operational and regulatory topics, a document was drafted on how a border section should ideally look from the RU's point of view.

→ The “border station” in the neighboring country/network should be reachable „as easy as an inland station“.

→ Concept for an ideal border section
  • Addressees of the document are on the one hand infrastructure managers and RUs and on the other hand authorities (EU COM, ERA, NSA).
  • The handbook covers legal aspects, technical aspects, RU – IM interface processes

→ The handbook is applied on 3 demonstration sections in order to show which benefits could be harvested from a different organisation of border sections

→ From a RU-view to a sector-view: The aim of the document is to lay the foundations so that the sector can work together to remove further obstacles and make driving a train through Europe as easy as driving a truck
Thank you for your attention.
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Thank you for your attention.