



ERFA presentation on Gauge issue linked to FCT recommendations

Brussels

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What is the problem?

Market Access Barrier



Meeting gauge clearance requirements is an essential condition for accessing the European rail market!

SITUATION TODAY:



Unnecessarily restricts the access of certain vehicle types and load on certain types of lines, limiting rail's potential



Favours discriminatory conditions of access to the network, limiting rail's competitiveness

!Negative consequences for rail freight and modal shift!

Key issues we identify:

1. **Excessive** safety margins that restrict the loading gauge!

2. Lack of **transparency** regarding how the IMs work with RUs and over decisions linked to gauge upgrades!

3. **Missing** gauge information!

How do ERA FCT recommendations propose to help?

- ✓ ERFA strongly welcomes the emphasis on transparency in calculating the safety margins for wagons and infrastructure
- ✓ ERFA strongly welcomes the recognition for more “state of the art” calculation methods and for safety margins that take into account a sound risk analysis of the events instead of piling up margins. This has been successfully introduced in Switzerland by clearing up to 270mm gauge without additional investment.

How to take forward the ERA FCT recommendations?

Next Steps?

1. Excessive safety margins that restrict the loading gauge!

- How to take forward ERA's recommendation for harmonisation of calculation method?
- Extension of ERA recommendations to all rail operations, beyond intermodal



CH + BE model



No heavy investments + maintains high level of safety

2. Lack of transparency

- How to ensure that all applicants are consulted in gauge upgrades?
- How to promote market-orientated decisions?
- Are coordination mechanisms the right tool?

3. Missing gauge information!

How to improve information to the market? How can RINF become more relevant? Harmonised format, reliable and up-to-date? Real-time? A key digitalisation topic? Where to start?





THANK YOU

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