



**First annual forum of IRG-rail**

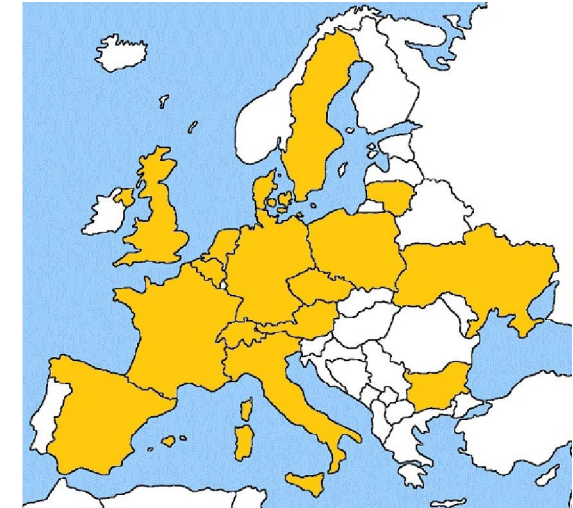
**Monitoring Rail Freight Corridor Developments**

**«PERSPECTIVE OF FREIGHT RUs»**

Zurich, 13th September 2017

[www.erfarail.eu](http://www.erfarail.eu)

# ERFA MEMBERS



32 members

## RFC - USER CONCERNS

No comparable market-orientated performance indicators!

There is no priority given to freight trains on the corridors!

RUs are being overcharged for direct costs when diverted on other country networks!

No coordinated investments among IMs to overcome operational inefficiencies & bottlenecks

No provision of appropriate alternatives (also in terms of train parameters) during TCRs

No effective coordination of infrastructure works!  
RASTATT...!

Capacity offers do not meet the market needs

# Expectations vs Reality



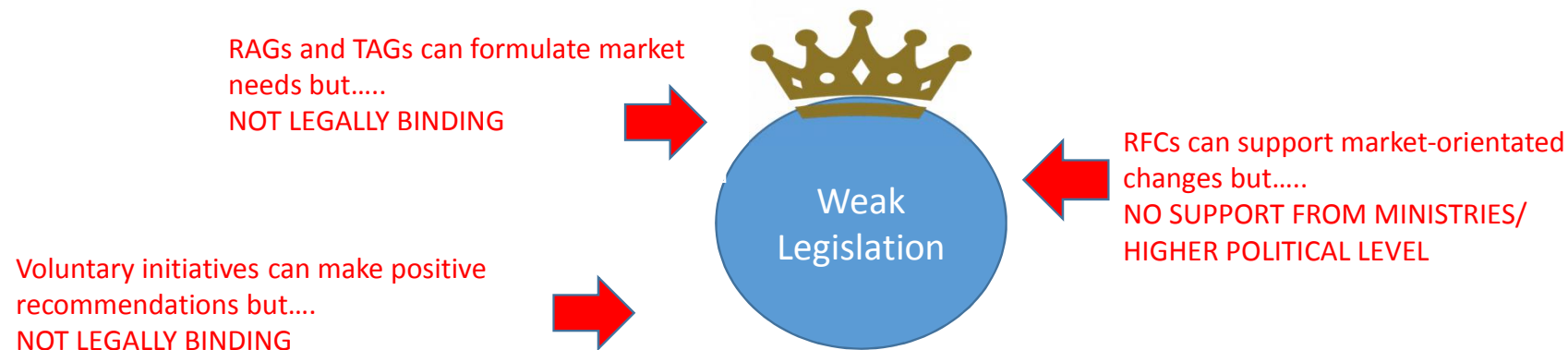
Regulation 913/2010 = A European Network for **competitive** rail freight

*Does the framework support a **competitive** rail freight market?*

Regulation 913/2010 is an excellent basis for improved cooperation between national IMs **BUT** is **weak** and vague on setting ambitious **performance objectives to support freight's competitiveness**

*To make up for this shortfall we have:*

- **EU RFC Handbook** - In many cases a useful interpretation of the RFC regulation BUT has no legal value! RFCs do not recognise its recommendations.
- **RNE Guidelines** - have no legal value, are set by IMs and are sparingly applied!
- **Rotterdam Sector Statement and Ministerial Declaration**..... Where and what are the results?



# IN FOCUS....Performance indicators



RFCs are missing comparable, **market-orientated** KPIs.

KPIs are essential to **steer performance** and to **attract new customers** to the corridors!

Joint effort between end customers (CLECAT and ESC) together with RUs ( RU Dialogue + Ecco group) to develop a list of market-orientated KPIs for the corridors.

The response.....



## **Result:**

- It is very difficult to gather information, there is missing data, which make the corridors difficult to compare
- Without data it is very difficult to understand the product offer of the corridors
- Lack of KPIs discourages private investment and customer demand in the product

# IN FOCUS.....Infrastructure works



**Uncoordinated infrastructure** works along a corridor damage the **quality** and **reliability** of rail freight services. RFCs should serve as a basis to ensure cooperation and coordination among IMs in order to **minimise any negative impacts of works on users and end customers.**

## ***RU Basic expectations from RFCs***

- Infrastructure managers should cooperate to jointly and in advance **prepare timetables**, including the provision of diversionary routes that include appropriate characteristics in terms of train length, loading gauge etc, **allowing for the diversion of trains with a minimum impact on operational efficiency.**
- National transport Ministries should communicate to infrastructure managers, 24 months in advance of the timetable change, funding for infrastructure works impacting international traffic.
- RFCs should **coordinate their planned infrastructure works**, taking into account the holistic impact on train services and not just the IM costs
- RUs should **not pay additional access charges** when diverted onto another country's network!
- **Contingency plans** (and advanced IM cooperation) should be in place in the event of unplanned capacity restrictions.....

# Progress is too slow & a patchwork



User and customer experience with the RFCs

vs

The freight trains of tomorrow?



The environmental clock is ticking, rail customers are losing patience and political confidence in rail is waning....

The logo for ERFA, consisting of the letters 'ERFA' in a stylized, blue, sans-serif font. The letters are connected at the top and bottom, with small yellow dots at the top of the 'E' and 'R'.

ERFA

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THANK YOU!