

FERRMED MULTISECTORAL WORKING GROUPS – FMWG

The business oriented approach to the EU Railway Core Network development with Eurasian outlook

VI. SUMMARY OF CRITERIA FOR ACTION AND MAIN TOPICS

1) SUMMARY OF GENERAL CRITERIA FOR ACTION

- Consolidate FMWGs structure and resources.
- To identify Strategic/Gateway Multimodal Terminals in the “EU Backbone Rail Network” (and its extension till 15000 kms in a second phase) and to select main lines (plus back-up lines and feeders), of interconnection between them.
- Identify key topics to be contemplated, case by case, according to FERRMED Standards, shippers’ requirements and Eurasian outlook.
- Define the topics of maximum priority.
- Analyse the traffics (existing and potential) and the existing and forecasted problems related to the priority topics, in the Strategic/Gateway Multimodal Terminals and in the interconnection lines (plus back-up lines and feeders).
- Determine alliances to solve the problems involved to each topic, as well as the adequate interlocutors.
- Gather information regarding the topics and traffics (visits “on the spot” will be required).
- Prepare the corresponding Action Plan per topic to be implemented in the Terminals, interconnection lines and involved rolling stock, at short (minimum investment), medium and long term, including possible “key performance indicators” (KPIs).
- Pinpoint possible PPPs projects.
- Present the Action Plan, topic by topic, to the interlocutors and main stakeholders.
- Push and to follow the development of the Action Plans implementation and KPIs evolution.
- Share / create a follow-up observatory.
- Experiences exchange and successful stories announcement.
- Public presentations of achievements (FERRMED Conferences, press releases...).

II) MAIN TOPICS TO BE CONSIDERED

WG	PRIO.	TOPICS DEFINITION
O	1	Harmonized criteria for international freight trains, paths allocation and open access to tracks in a non-discriminatory way
	1	Availability of interoperable rolling stock, ensuring enough supply of rental equipment (particularly for locomotives adapted to European Standards and market requirements)
	1	Unified management, monitoring and tracking of rail freight trains, including: ETA accomplishment and continuous updating, transparency of performance (punctuality KPIS), data sharing and avoiding transborder breakages (Eurasian outlook)
	1	To boost the implementation of new freight trains routes
	1	Favourable and homogeneous fees for the use of the infrastructure
	2	Freight flows balancing in main railway routes
	2	Share transportation information in the multimodal network
	2	Common training procedures for drivers and controllers at EU level including English as compulsory working language
	I	1
1		Tracks width unification / compatibility
2		Redefine main railway lines avoiding ramps / slopes over 12 ‰ (exceptionally 15 ‰ in short distances) and allowing 22.5 / 25 tons/axle
R	2	Harmonization and simplification of rolling stock homologation procedures
	2	FERRMED freight wagon concept implementation (Eurasian outlook)
I/O	1	Bottlenecks solving (existing and potential) in infrastructure and operation
	1	Efficient intermodal terminals availability and accessibility (to identify “Trans Eurasian Strategic Mega terminals”, “Intermediate terminals” and “Transborder terminals”)
I/R	1	Freight trains length and weight increase (Eurasian outlook)
	2/1	ERTMS implementation and signalling / operation systems / electrification compatibility: <ul style="list-style-type: none"> ○ In the network ○ In the locomotives
	2	Reduction of the environmental impact of the rail freight transportation system (particularly noise, vibration and GHG emissions)
O/R	1	E-TRAINS: Digitalisation
I/O/R	2	To promote PPP’s solutions in infrastructure, operation and rolling stock enhancement
	2	To promote experiences exchange and success stories

I= Infrastructure

O= Operation

R= Rolling Stock

MAIN TOPICS SELECTED AS FIRST PRIORITY

1. Length of the trains

- Target 740 m (first stage).
- In the analysis to be made in railway lines and terminals to look, as well, for the possibilities of longer trains (1000 ÷ 1500 m) and heavier trains (3000 ÷ 5000 tonnes) in the future.

2. Terminals

- Targets:
 - Length of the trains
 - Capacity
 - Efficiency
 - Multimodality
 - Operating time
 - “Ferroustage” possibility
 - ...

In the analysis, to look for the duly classification of the terminals (strategic, intermediate, local, transborder, ...).

3. Bottlenecks

- Related to infrastructure (basically, the ability to support the traffic)
- Related to operations (particularly border crossing, path allocation, ETA accomplishment and continuous updated information, canon/toll, e-mobility availability of a Rolling Stock pool: locomotives and freight wagons, etc)

Target: To remove the bottlenecks in due time at minimum cost (step by step).

4. ERTMS and e-trains

ERTMS

- Target: Minimum Level 2
To subdivide the analysis in “infrastructure” and “locomotives”

E-TRAINS

- Automatic coupler with data bus allowing
- Paperless trains

5. Loading gauge

- Target P-400 (first stage) versus UIC-C. To allow unaccompanied trucks and/or trailers transportation

6. International track gauge implementation in the Mediterranean Corridor (Spain)
7. Freight trains new routes
 - Existing versus potential rail traffic
 - Avoiding trucks in the motorways for distances over 1000 kms
 - New rail freight routes

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