FERRMED Conference

Second Eurasian Connectivity and Industrial Cooperation Forum (Europe)

The business-oriented approach to EU/Eurasian Railway/Multimodal Freight Network development

From high capacity intelligent trains & terminals, digitalization, data sharing, blockchain and smart inter-cities links to 5G and Circular Economy in rail freight transport

Wednesday, 6 November 2019: Residence Palace / International Press Centre
155 Rue de la Loi, 1040 Brussels

MAIN TOPICS

❖ Present conditions in the European transport system

As it was pointed out in the FERRMED Declaration "Transport flows balancing improvement through standards, open data and smart applications" (European Parliament, 2014), **there is a high level of inefficiency in the multimodal European transport system**.

The result derived from the study of World Economic Forum (2009) shows that:

- 24% of freight vehicles in the EU run empty
- The loading of the rest is, on average, of 57% in terms of weight
- The overall efficiency is only 43%
- There is an estimated recoverable loss for the EU of 160 billion Euros/year

Unfortunately, ten years later, the situation is almost the same. Similar condition appears at Eurasian level.

On the other hand, the railway freight transport system is too costly, too slowly, too bureaucratic, not enough flexible, punctual, traceable, … These circumstances generate substantial difficulties in the required transferring traffic from road to rail. **No increase in rail freight share in the last 15 years!**

Furthermore, the **EU Core Network is very huge**. It is practically impossible to accomplish the targets of "EU White Paper on transport" in 80,000 km of railway lines.

❖ Business oriented development of the railway network

Time is arrived to take strong actions in the railway lines of most crowded corridors of TEN-T Network, with truly European perspective, as FERRMED stated.

To increase the budget for the "Connecting Europe Facility", as it is proclaimed in the "Ljubljana Declaration" (2018) is a must but, as FERRMED asserts, **the investments must be mainly concentrated in a selective part of the Core Network.**

The key considerations are:

To push the business-oriented development of the Trans-European/Trans-Eurasian Railway Network, particularly for freight (bottlenecks solving and FERRMED Recommendations/Standards of Reference implementation, including broad loading gauge, high capacity intelligent trains & terminals, digitalization, data sharing, blockchain and smart inter-cities links, in the framework of 5G and Circular

Economy), **to reduce drastically transit times, assure ETA, strongly decrease transport costs and cut down greenhouse gases emissions.**

To identify Strategic Multimodal Terminals at EU and Eurasian Level in the most important Trans-Eurasian Corridors and to select main lines (plus back-up lines and feeders) of interconnection between them.

To settle the outstanding topics of FERRMED Recommendations/Standards of Reference, to be implemented in the corresponding Strategic Terminals and in the different sections of the interconnection railway lines, to obtain a radical improvement of efficiency in the railway system. As a corollary, shipment of whole trucks or trucks trailers on wagons for long distances could be achieved.

The appropriate improvement Action Plan with Eurasian outlook will be proposed to the European Commission and EU Member States to achieve the EC targets of "30% of road freight over 300 kms should shift to rail or barge by 2030". **A "circular freight transport system" in a selective network** will be presented. Key statement: "no more trucks on motorways in itineraries over 1,000 km".

❖ Circular Economy and "circular transport system"

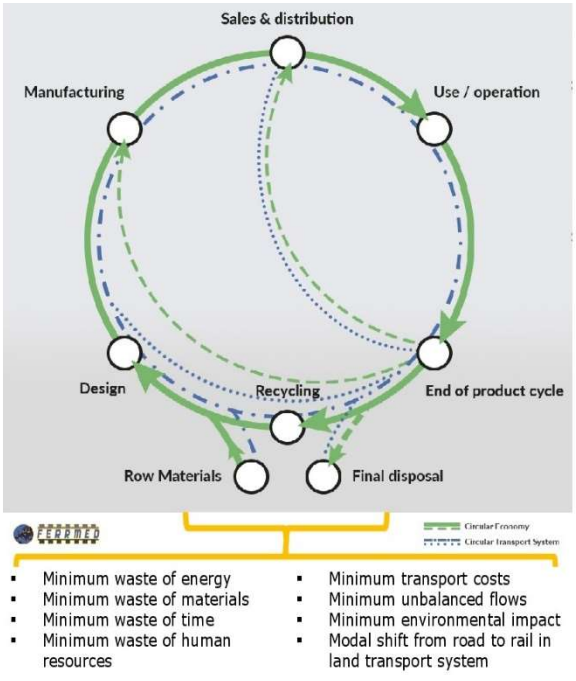


Figure 1 – Circular Economy and circular transport system

Circular economy requires a "circular transport system". The circular transport system means e-mobility with full digitalization, data sharing (open data), capacity optimization, bottlenecks solving, flows balancing and smart terminals and railways.

Circular transport system demands **5G technologies** deployment with high speed information transmission, shorter transmission times, high density connections and more efficient energy consumption.

❖ Main expected results

FERRMED Recommendations application, in line with UIC, CER, OSJD, CCTT, SHIFT2RAIL, ERFA, UIRR, UNECE standards and new technologies deployment, allows (according to FERRMED Global Study) the following main expected results:

- Significant increase in railway land transport share
- Multimodal flows optimization
- Drastic transit time reduction (over 50%)
- Transport cost reduction: over 25%
- Freight train punctuality over 95%
- Freight trains able to carry more than 200 TEUs
- Lines capacity increase: over 50%
- Continuous full online information including estimated time of arrival (ETA)
- Reduction of wagon tare by 2 tonnes with corresponding payload increase
- Substantial reduction of noise, vibration and greenhouse-gas emissions (~45 million tons/year)
- Socio-economic internal rate of return of 11%
- Creation and consolidation of freight trains routes

❖ **Operational procedures and action framework: "FERRMED study of traffic and modal shift optimisation in the EU"**

The proposed Action Plan will be prepared and pushed by the **FERRMED Multisectoral Working Groups** (Infrastructure, Operation and Rolling Stock) in close contact with the aforementioned key associations.

In a first approach the "Backbone rail network" (approx. 6,000 kms of most crowded EU Core Network Corridors) will be considered.

The "Backbone rail network" includes the following corridors:

- North Sea-Baltic (partially), from North Sea to Polish Border with Belarus.
- Rhine-Alpine (complete).
- North Sea-Mediterranean (partially), from Benelux to Marseille.
- Mediterranean (partially), from Milan to Lyon, Marseille, Barcelona and Valencia, with international track gauge till Murcia - Almeria – Málaga - Algeciras.

To confirm the 1st phase "Backbone rail network" and its extension till reaching at least 60 % of the EU Core network traffic, FERRMED, with the acquaintance of the European Commission, is launching the "**FERRMED study of traffic and modal shift optimisation in the EU**". The study aims to facilitate the prioritisation of action in every EU member state, as well as to be a fundamental tool in the modification of the TEN-T Regulation planned by the European Commission for 2021.

The Study will provide details of traffic flows, both globally and by mode of transport, section by section, **of the 9 corridors of the EU Core Network. It will define the measures to be taken to optimise modal distribution in the most congested areas**, country by country, and propose the actions to be carried out in the railway network to achieve the objectives of the White Paper of the European Commission) in the sections of the corridors with the highest traffic.

In addition, in the case of the rail transport mode, the Study will analyse the strategic intermodal terminals, the main lines of connection between them, the back-up lines and the main feeder lines, looking for longer trains, larger loading gauges, ERTMS deployment and bottelnecks solving. Furthermore, it will identify the innovations in freight rolling stock needed to meet the requirements of so-called "intelligent trains".

In the Study, freight trains would have the same consideration as ships or ferries that run short sea shipping routes. For long distances, trucks and / or their trailers should be transported by rail.

At the conference, details of the effectuation of the Study, which is expected to be completed by the end of 2020, will be presented.

❖ **Key specialists and stakeholders will discuss such approach in EU/Eurasian Rail System development**

Personalities and experts from significant institutions and companies from all over Eurasia are expected to attend the Forum.

Your participation will be highly welcomed.

The event is free of charge

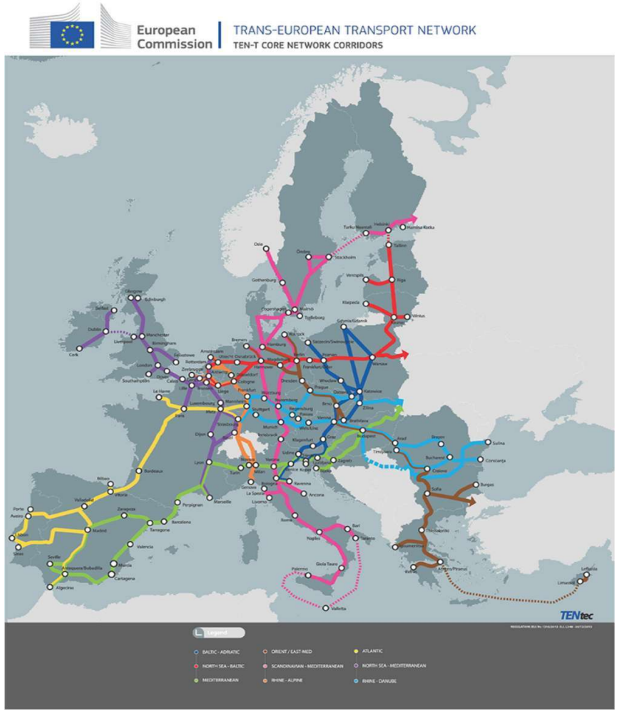


Figure 2.- Trans-European transports network.- TEN-T Core Network Corridors

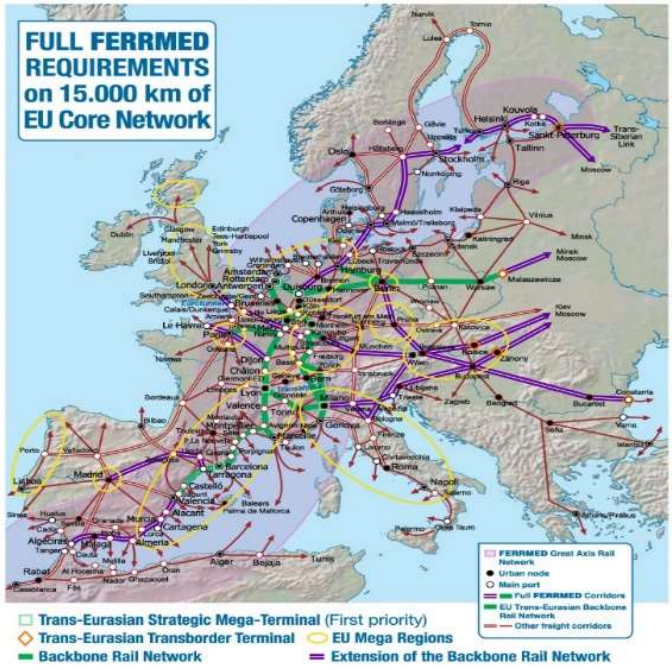
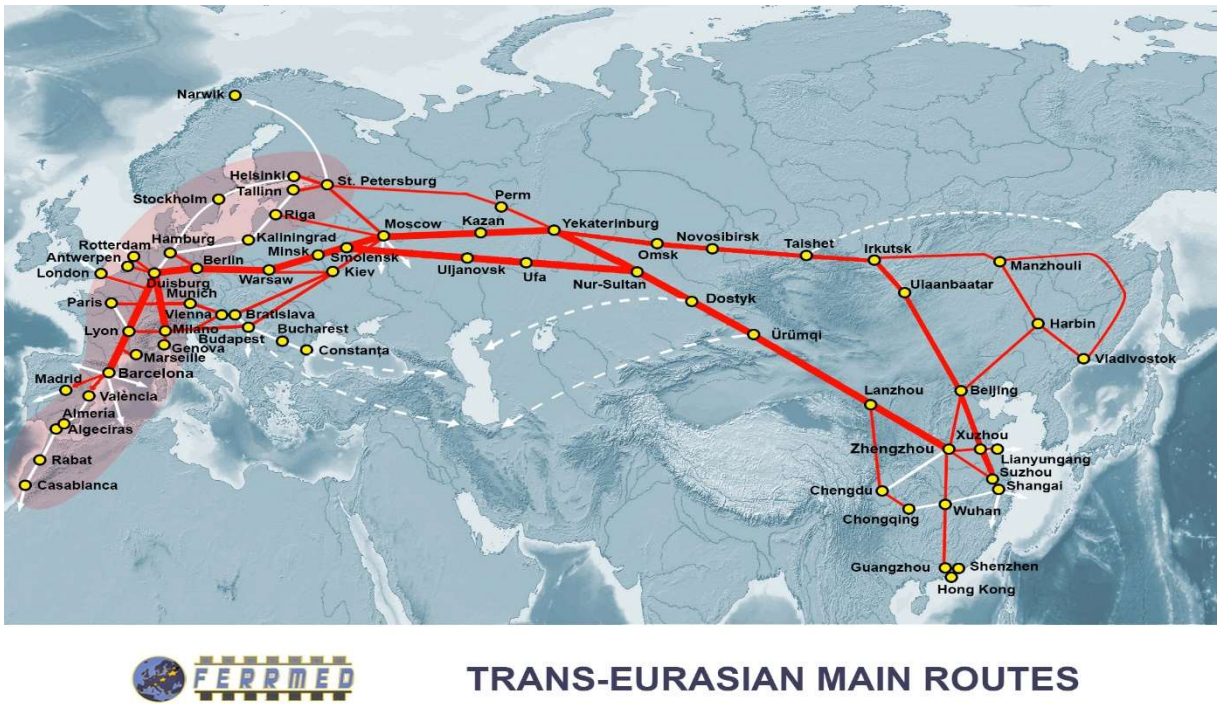


Figure 3.- Proposed EU Backbone Rail Network and its possible extension. To be confirmed by the FERRMED study of traffic and modal shift optimisation.



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TRANS-EURASIAN MAIN ROUTES

Figure 4.- Eurasian interconnections of the EU Backbone Rail Network

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TENTATIVE PROGRAMME	
08:15	**Welcome & registration**
09:00	**Opening Session** • Mr. Antonio Tajani MEP, Chairman of the Committee for Constitutional Affairs, Former President of the European Parliament • Mr. Matthias Ruete, European Coordinator (ERTMS), Directorate-General for Mobility and Transport EC • Prof. Dr Hab. Bogusław Liberadzki MEP, Member of the Committee on Transport and Tourism • Mr. WANG Hongjian, Charge d'affaires, Mission of People's Republic of China to the EU • Mr. Emil Kaikiyev, Minister in charge of Energy and Infrastructure, Eurasian Economic Commission • Mr. Gennady Bessonov, Secretary General, Coordinating Council on Trans-Eurasian Transportation • Mr. ZHAI Zheng, Deputy Secretary General of Zhengzhou Municipal Government, and Director General of Zhengzhou Transportation Bureau • Mr. Vincent Vu, Director for Institutional Affairs and Coordinator for Asia-Pacific, UIC • Mr. Joan Amorós, FERRMED President
10:10	**Logistics operators' requirements for the improvement of the multimodal supply chain** *Introducer and Moderator: Mr. Thierry Vanelslander, Research Professor Transport, Logistics and Ports, Antwerpen University.* • Specialists of key Logistics Operators, stakeholders and Corridors Management: • Mr. Furio Bombardi, Managing Director, Mediterranean Rail Freight Corridor • Mr. Gennady Bessonov, Secretary General, Coordinating Council on Trans-Eurasian Transportation • Mr. Alberto Grisone, Director Network Development, HUPAC • Mr. Mikhail Selyutin, Director of business development, UTLC
10:50	**Coffee break**
11:20	**Keynote speeches** **The impact of digitalization, data sharing, 5G and circular economy in the freight transportation system** *Introducer: Mr. Joan Amorós, FERRMED President* • Mr. Javier Albares, Head of Innovation, GSMA Europe • Mr. Norman Frisch, Chairman of the eLTE Industry Alliance, Huawei • Mr. Matt Shepherd, Principal, Oxera • Ms. Maria Rincon, Policy Officer - Circular Economy Action Plan, DG-ENV EC
12:00	**Cost effective Rail-Road-Barge combined transport.** Main guidelines for a full change in the long-distance services at short, medium and long term in Europe and Eurasia *Introducer and moderator: Ralf-Charley Schultze, President, UIRR* • Mr. Jean-Louis Colson, Head of Unit at the Directorate General for mobility and transport, DG-MOVE EC • Dr. Jens Gräfer, Head of International Affairs, Deutsche Bahn AG • Mr. Turi Fiorito, Director, EUROPEAN FEDERATION OF INLAND PORTS • Prof. Yury Shcherbanin, Gubkin Russian State University of Oil and Gas • Mr. LIU Dajun, Senior Manager, Zhengzhou International Hub Development and

	Construction CO, Ltd. • LOHR Industrie representative
13:00	**Shippers' requirements for the improvement of the multimodal supply chain** *Introducer and Moderator: Mr. Godfried Smit, General Secretary, European Shippers Council, ESC* • Specialists of key organisations and shipper companies: • Ekaterina Kozyreva, International Projects Director IEC – Infrastructure Economics Centre • Mr. Fernando P. Gómez Molina, Director General, PROEXPORT • Mr. Frans de Jong, Senior Lecturer, Breda University of Applied Sciences
13:35	**Lunch**
14:35	**Ports & Terminals efficient involvement in the Global Supply Chain.** **Opportunities and challenges in the framework of circular economy with Eurasian outlook.** *Introducer and Moderator: Mr. Lanfranco Senn, Università Bocconi* • Representatives of key Ports and Terminals: • Mr. Pieter de Waard, Senior Corporate Strategist, Port of Rotterdam • Mr. Stéphane Guggino, Délégué Général, Comité pour la liaison Transalpine Lyon-Turin • Mr. Miran Gajšek, City of Ljubljana, Dept. of Urban Planning • Ms. Fabienne Margail, Chef du Département Hinterland, Grand Port Maritime de Marseille • Ms. Leila Batyrbekova, Deputy Secretary General, The Middle Corridor • Mr. Alexander Andreas Schierhuber, Managing Director, BPG • Ms. Noelia Martín, Strategy, Port of Barcelona • Mr. Rune Johan Arnøy, Narvik Port Authority • ANTWERP, ZHENGZHOU
15:50	FERRMED Multisectoral Working Groups proposals in the framework of 5G and circular economy Introducer and moderator, Mr. Joan Amorós, FERRMED President • FERRMED Study of traffic and modal shift optimisation in EU. Possibility of further extension at Eurasian level. • Mr. Lluís Bassas, FMWG member ERA remarks • Mr. Josef Doppelbauer, Executive Director ERA • Selection of a Strategic Multimodal Terminals Network (EU, Russia, other main CIS countries and China). Suitable classification of the terminals • Mr. Simó Batlle, Head of Intermodality, CIMALSA • Mr. Don van Riel, CEO, TRIMODAL EUROPE • **Selection of more appropriate interconnection lines** (including back-up lines and feeders**) between the Strategic Multimodal Terminals** • *Introducer: Mr. Henry Maillard, European Coordinator MFWG on Infrastructure* • Mr. Petros Papaghiannakis, Director, LFP Perthus • (RFCs 1, 2 & 8, CCTT, CRC)

	Freight Rolling Stock digitalisation at EU level. The intelligent train. • *Introducer and moderator: Mr. Valentí Ambròs, European Coordinator MFWG on Rolling Stock* • Mr. Hanno Shell, Head of Technical Innovations, VTG Rail Europe • Mr. Armando Carrillo, EURNEX • Mr. Carlo Borghini, Executive Director, SHIFT2RAIL
17:40	**FERRMED Study of traffic and modal shift optimisation in EU** Mr. Joan Amorós, FERRMED President Tentative Action Plan at short, medium and long term at European and Eurasian level ("circular freight transport system" in a selective network) (FMWGs)
17:50	**Closing remarks** – Mr. Joan Amorós, FERRMED President
18:00	**End of the Conference**

Languages of the conference: English, Russian and Chinese. Simultaneous translation will be provided

Organized by **with the collaboration of:**

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