

Critical Success Factors for a Competitive Rail Freight System

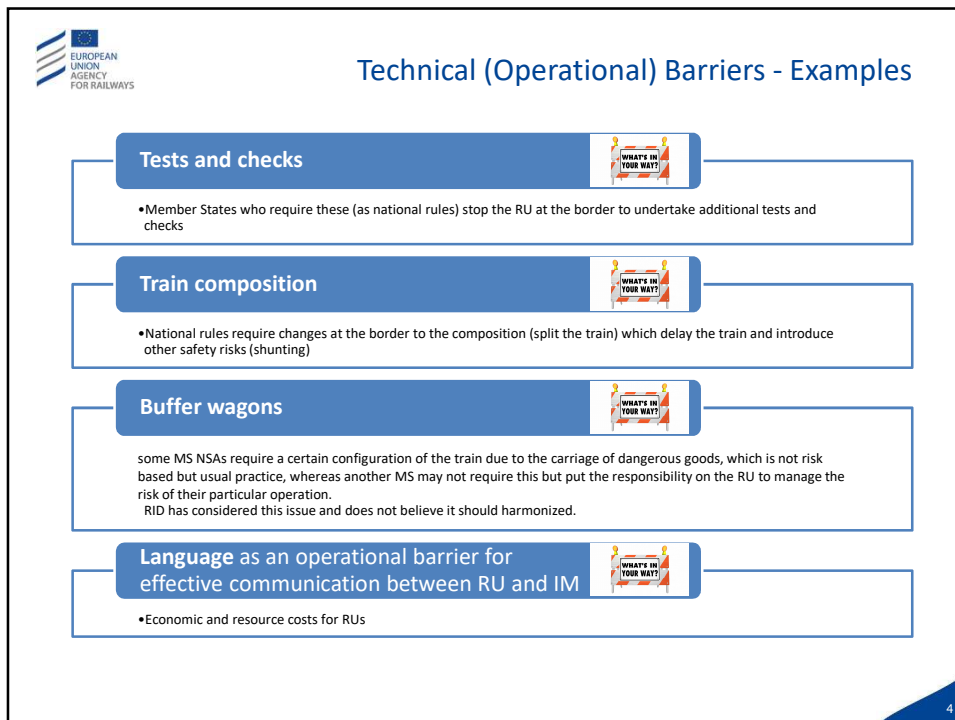
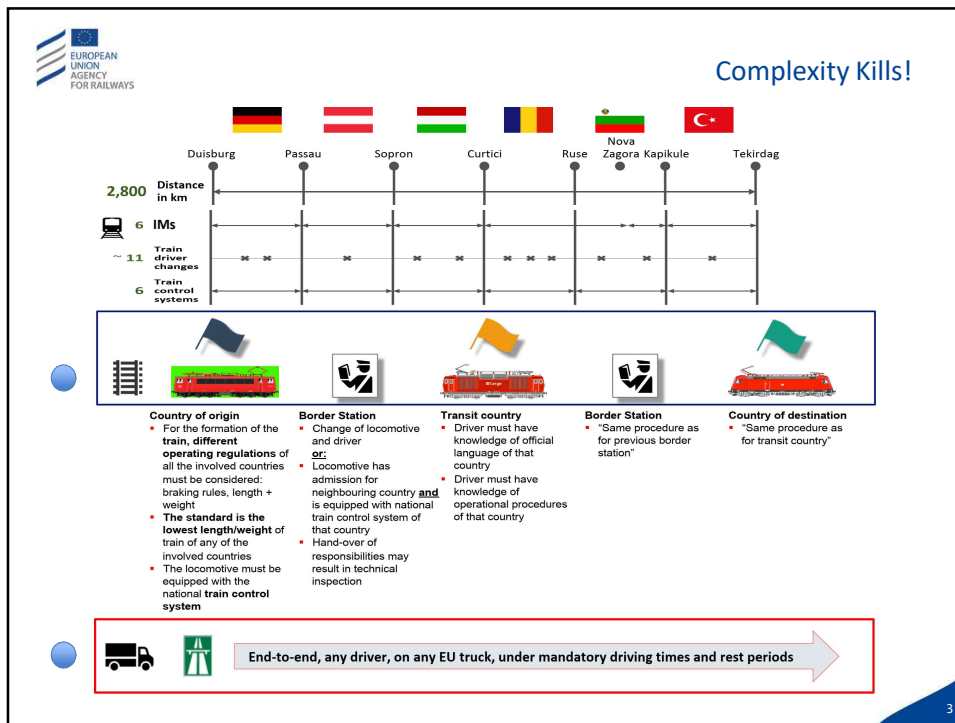
FERRMED Conference, 22.11.2018, European Parliament, Brussels
Josef Doppelbauer, Executive Director



The Four Forces of Rail Freight



New technical solutions are important - but if the train gets stopped at the border or can't be diverted because of operational reasons then it doesn't help.



Facilitation of Combined Transport
https://www.era.europa.eu/sites/default/files/events-news/docs/fct_overall_final_report_en.pdf

Vehicles	<ul style="list-style-type: none"> • TSI WAG to include provisions to increase flexibility and efficiency in train composition and the development of intermodal transport. Provisions on automatic coupling shall be included where appropriate • TSI WAG to be amended by introducing the requirements for calculating the corrective factor for wagons to be used in CT
Intermodal Loading Units	<ul style="list-style-type: none"> • ILU requirements to be introduced in the EU legislation on railways (e.g. TSI WAG), as appropriate
Infrastructure	<ul style="list-style-type: none"> • RINF to be amended by providing for information on the profiles for CT on all sections of line belonging to the RFCs
Registers	<ul style="list-style-type: none"> • Registers will become the source for compatibility between the vehicles/trains and the route along which they intend to run
Telematic applications for freight	<ul style="list-style-type: none"> • TAF TSI to be amended by introducing requirements on elements relevant for CT (e.g. inclusion of ILU / BIC codes, adding CT facets to Operational Points, etc.)
Operation and traffic management	<ul style="list-style-type: none"> • OPE TSI to provide for a harmonised definition of exceptional transport and for more transparency in managing it. A handbook will define guidelines for contingency management in degraded situations

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Without multimodality, there is a limited future for Digital Rail

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Making the railway system work better for society.

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