



“Il n’est plus question de vaines paroles, mais d’un acte, d’un acte hardi, d’un acte constructif”

“L’Europe ne se fera d’un coup, ni dans une construction d’ensemble: elle se fera par des réalisations concrètes, créant d’abord une solidarité de fait”

La déclaration du 9 mai 1950

FERRMED DECLARATION

concerning the

“TRANSPORT FLOWS BALANCING IMPROVEMENT THROUGH STANDARDS, OPEN DATA AND SMART APPLICATIONS”

A STRONG STRATEGIC LOGISTICS PLAN AT EU LEVEL

The right way to make European freight transport system more efficient and sustainable

**European Parliament
Brussels, March 4th 2014**



**Promotion du Grand Axe Ferroviaire de marchandises
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.B.L**

Rue de Trèves, 49 - Boîte 7 - B-1040 BRUXELLES - BELGIQUE

Tel.: +32-2-230.59.50 - fax: +32-2-230.70.35

www.ferrmed.com - bureau@ferrmed.com

FERRMED DECLARATION
concerning the
“TRANSPORT FLOWS BALANCING IMPROVEMENT THROUGH
STANDARDS, OPEN DATA AND SMART APPLICATIONS”

INDEX

A.- FOREWORD

1.- FERRMED OBJECTIVES

B.- FERRMED CONSIDERATIONS

2.- FERRMED STANDARDS FOR RAIL FREIGHT TRANSPORTATION IN EU CORE NETWORK

3.- REGULATION (EU) No 1315/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL OF 11 DECEMBER 2013 ON UNION GUIDELINES FOR THE DEVELOPMENT OF THE TRANS-EUROPEAN TRANSPORT NETWORK AND REPEALING DECISION No 661/2010/EU TEXT WITH EEA RELEVANCE

4.- INEFFICIENCY OF THE EUROPEAN TRANSPORT SYSTEM

5.- GENERAL PRINCIPLES IN ORDER TO IMPROVE THE EFFICIENCY OF THE EU TRANSPORT SYSTEM

6.- FERRMED PROPOSAL

FERRMED DECLARATION **concerning the** **“TRANSPORT FLOWS BALANCING IMPROVEMENT** **THROUGH STANDARDS, OPEN DATA AND SMART** **APPLICATIONS”**

A.- FOREWORD

1.- FERRMED OBJECTIVES

FERRMED is a non-profit Multi-sectorial Association that was founded by the private sector in Brussels on the 5th of August 2004 in order to improve rail freight transportation and industrial competitiveness in Europe.

FERRMED is promoting the implementation of common technical railway standards, the so-called "*FERRMED Standards*", the improvement of the connections of Ports and Airports with their respective hinterlands, the “Full FERRMED Corridors” achievement (for freight, considering only the most important part of the EU Railway Core Network) and the conception of a Great Rail Freight Axis Scandinavia-Rhine-Rhone-Western Mediterranean.

Another key FERRMED objective is the optimization of the full logistics chain considering appropriate inter-modality, reducing costs, increasing quality, assuring traceability and reliability, accomplishing lead times and timetables and improving management procedures in the transportation system.

B.- FERRMED CONSIDERATIONS

2.- FERRMED STANDARDS FOR RAIL FREIGHT TRANSPORTATION IN EU CORE NETWORK

This is a key in order to get the competitiveness of the Trans-European Core Network.

Interoperability is a main point, but we have to achieve this interoperability improving, as well, the rail freight capacity and the profitability of the network.

In fact, as the Global Study entrusted to a prestigious European Consortium of consultancy companies demonstrates, the application of FERRMED Standards is the only way to reverse the decreasing share of Railway in EU land transportation and to increase its competitiveness.

For all these reasons, **we strongly recommend the gradual implementation of FERRMED Standards in the EU Railway Core Network**, with lead times clearly determined and with full commitment by the Member States, considering the following key items:

- a. Unified coordination at EU level of the economic funds allocation for



Promotion du Grand Axe Ferroviaire de marchandises
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.B.L

Railway Core Network development and common standards implementation.

- b. Reticular and polycentric Core Network with great socio-economic and intermodal impact, with two parallel rail lines (double track each) in each corridor. One for high speed trains (basically for passengers) and another for conventional trains (for freight and passengers at same priority rate).
- c. Electrified lines (preferably 25,000 volts).
- d. Width of the track UIC (1,435 mm).
- e. Loading Gauge UIC – C.
- f. Axle load: 22.5 ÷ 25 tonnes.
- g. Possibility to have freight length trains reaching 1,500 meters and 3,600 to 5,000 tonnes. Usable length of sidings and terminals for 1,500 meters length trains.
- h. Maximum slope: 12 ‰ (exceptionally 15 ‰ in short distances of no more than some hundred meters).
- i. Huge cities by-passes for freight.
- j. Availability of a network of intermodal polyvalent and flexible terminals with high level of performance.
- k. ERTMS System (at least level 2) with both ways control in each track.
- l. Traffic schedules available for freight transportation 24 hours a day, and 7 days a week.
- m. Free competition, giving all companies access to tracks in a non-discriminatory way.
- n. Harmonization and simplification of the homologation processes, administrative formalities and social legislation.
- o. Unified management, monitoring and tracking (through ITS) systems by Mega-Regions and main corridors coordinated at EU level, including pre-arranged train paths and reserved capacity.
- p. Competitive management criteria based on R+D+4i Principles (Research, Development, innovation, identity, impact and infrastructure) in the global chain of added value, including freight flows balancing.



Promotion du Grand Axe Ferroviaire de marchandises
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.B.L

- q. Favourable and homogeneous fees for the use of infrastructures.
- r. Reduction of the environmental impact of the freight transportation system (particularly noise, vibration and CO₂ emissions) as a result of the gradual retrofitting/replacement of the old railway rolling stock, infrastructural solutions when needed and an increase of the long distance rail share on land traffic of up to 35%.
- s. Freight locomotive and wagon concepts adapted to FERRMED Technical Standards

The previous Declaration in 2013⁽¹⁾ deals about Standard “g”. In that occasion it deals about Standards “n”, “o” and “p”.

3.- REGULATION (EU) No 1315/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL OF 11 DECEMBER 2013 ON UNION GUIDELINES FOR THE DEVELOPMENT OF THE TRANS-EUROPEAN TRANSPORT NETWORK AND REPEALING DECISION No 661/2010/EU TEXT WITH EEA RELEVANCE

In the “REGULATION” it is stated:.

CHAPTER II

THE COMPREHENSIVE NETWORK

SECTION 6

Infrastructures for multimodal transport

Article 28

Transport infrastructure requirements

1. *Member States shall ensure, in a fair and non-discriminatory way, that:*

(b) without prejudice to the applicable Union and national law, freight terminals and logistic platforms, inland and maritime ports and airports handling cargo are equipped for the provision of information flows within this infrastructure and between the transport modes along the logistic chain. Such systems are in particular to enable real-time information to be provided on available infrastructure capacity, traffic flows and positioning,

⁽¹⁾ FERRMED DECLARATION concerning the “EU FULL FERRMED RAIL FREIGHT CORRIDORS” (06/03/2013)



Promotion du Grand Axe Ferroviaire de marchandises
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.B.L

tracking and tracing, and ensure safety and security throughout multimodal journeys;

Article 29

Priorities for multimodal transport infrastructure development

In the promotion of projects of common interest related to multimodal transport infrastructure, and in addition to the general priorities set out in Article 10, priority shall be given to the following:

(b) removing the main technical and administrative barriers to multimodal transport;

(c) developing a smooth flow of information between the transport modes and enabling multimodal and single-mode services to be provided across the trans-European transport system.

SECTION 7

Common provisions

Article 31

Telematic applications

1. Telematic applications shall be such as to enable traffic management and the exchange of information within and between transport modes for multimodal transport operations and value-added transport-related services, improvements in safety, security and environmental performance, and simplified administrative procedures. Telematic applications shall facilitate seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local transport.

2. Telematic applications shall be deployed where feasible across the Union, in order to enable a set of interoperable basic capabilities to exist in all Member States.



Promotion du Grand Axe Ferroviaire de marchandises
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.B.L

Article 32

Sustainable freight transport services

Member States shall pay particular attention to projects of common interest which both provide efficient freight transport services that use the infrastructure of the comprehensive network and contribute to reducing carbon dioxide emissions and other negative environmental impacts, and which aim to:

(b) promote the deployment of innovative transport services, including through motorways of the sea, telematic applications and the development of the ancillary infrastructure necessary to achieve mainly environmental and safety-related goals of those services, as well as the establishment of relevant governance structures;

Article 33

New technologies and innovation

In order for the comprehensive network to keep up with innovative technological developments and deployments, the aim shall be in particular to:

(e) promote efficient ways to provide accessible and comprehensible information to all citizens regarding interconnections, interoperability and multimodality;

(f) promote measures to reduce external costs, such as congestion, damage to health and pollution of any kind including noise and emissions;



Promotion du Grand Axe Ferroviaire de marchandises
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.B.L

CHAPTER III

THE CORE NETWORK

Article 39

Infrastructure requirements

1. Innovative technologies, telematic applications and regulatory and governance measures for managing the infrastructure use shall be taken into account in order to ensure resource-efficient use of transport infrastructure for both passengers and freight transport and to provide for sufficient capacity.

CHAPTER IV

IMPLEMENTATION OF THE CORE NETWORK THROUGH CORE NETWORK CORRIDORS

Article 45

Coordination of core network corridors

1. In order to facilitate the coordinated implementation of core network corridors, ERTMS and motorways of the sea, the Commission shall, in agreement with the Member States concerned, and after consulting the European Parliament and the Council, designate one or more European Coordinators.

Article 46

Governance of core network corridors

1. For each core network corridor, the relevant European Coordinator shall be assisted in the performance of his/her tasks concerning the work plan and its implementation by a secretariat and by a consultative forum (the Corridor Forum). In agreement with the Member States concerned, the Corridor Forum shall be established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the core network corridor.



Promotion du Grand Axe Ferroviaire de marchandises
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.B.L

2. *With the agreement of the Member States concerned, the Coordinator may set up and chair corridor working groups which focus on:*

(a) modal integration,

(b) interoperability,

(c) the coordinated development of infrastructure in cross-border sections.

Article 47

Work plan

1. Each European Coordinator shall, by 22 December 2014, submit to the Member States concerned a work plan analysing the development of the corridor. After it has been approved by the Member States concerned, the work plan shall be submitted for information to the European Parliament, the Council and the Commission.

The work plan shall include, in particular, a description of the characteristics, cross-border sections and objectives of the core network corridor, applying the objectives and priorities set out in Articles 4 and 10. The work plan shall include an analysis of:

(a) the deployment of interoperable traffic management systems;

(b) a plan for the removal of physical, technical, operational and administrative barriers between and within transport modes and for the enhancement of efficient multimodal transport and services;

4.- INEFFICIENCY OF THE EUROPEAN TRANSPORT SYSTEM

Logistics costs in EU are, on average, close to 22% of the cost of manufactured products, according to European Logistics Association. 50% of these costs are external transportation.

The results derived from the Study of World Economic Forum 2009 show 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 Euro/year



Promotion du Grand Axe Ferroviaire de marchandises
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.B.L

Reducing these costs, balancing the inherent flows, is a key issue within FERRMED, as well as in other important institutions all over Europe like CLECAT, EIA, ELP, ERFA, RFG, UIRR, etc.

The EU Commission White Paper on transport is aiming to reduce by 60% the Greenhouse Gases in the transport sector by 2050.

By 2030, 30% of the land transport has to be made by rail or barge and by 2050 this figure has to reach 50%.

In spite of these goals, emissions of greenhouse gases from transport in Europe are increasing in both absolute and relative terms. Without additional and strategic coordinated measures in the domain of transport, the EU will fall far short of its own climate protection objectives.

5.- GENERAL PRINCIPLES IN ORDER TO IMPROVE THE EFFICIENCY OF THE EU TRANSPORT SYSTEM

5.1.- Development of the Trans-European Transport Network

The general principles on Trans-European Transport Network development are duly stated in the “Regulation (EU) No 1315/2013 of the European Parliament and of the Council of December, 11th 2013 on **“Union guidelines for the development of the Trans-European transport network and repealing Decision No 661/2010/EU Text with EEA relevance”**”.

Among the different articles included in that Regulation, the most connected to FERRMED Standards “n”, “o” and “p” are the ones formulated in the articles stated in Item 3 of this **Declaration**.

5.2.- Governance of the railway system, market opening and technical approval procedures

All these matters are clearly stated in the European Commission proposals for a Fourth Railway Package (adopted on January 30th 2013).

The package proposes modifications concerning a number of legislative acts:

- The Recast directive, with proposed measures on the governance of the railway sector and on open access competition (generalisation of access rights to include domestic passenger markets as well);



Promotion du Grand Axe Ferroviaire de marchandises
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.B.L

- The PSO (Public Service Obligations) regulation, with proposed measures on public service obligations (including the introduction of transport plans, the imposition of open tendering, and the definition of size thresholds for PSO contracts);
- The interoperability directive, the safety directive, and the ERA regulation, with proposed measures to streamline the authorisation of railway vehicles and the safety certification of railway undertakings, based on an extension of the role of the ERA;
- Repeal of regulation 1192/69 on the normalisation of accounts of railway undertakings.

6.- FERRMED PROPOSAL

6.1.- Previous thoughts

Generally speaking, FERRMED agrees in:

- A) The items included in the “Regulation (EU) No 1315/2013 of the European Parliament on “Union guidelines for the development of the Trans-European Transport Networks”. Only some discrepancies have to be stated, like the length of the trains and the loading gauge standard enlargement as well as unification in the Core Network existing lines.
- B) The content of Fourth Railway Package proposition, considering as a key matter faithfully free competition and providing non-discriminatory access to tracks to all rail operators.

The main problem arises in the accomplishment of the targets and in the coordination for the implementation of all the measures asserted in the aforementioned Documents, the corresponding development calendar and the scope of the actions to be implemented.

6.2.- Application of FERRMED Standards “n” and “o” (stated in Item 2)

The key issue in order to achieve the objectives stated in these FERRMED Standards is to reinforce the role of the European Railway Agency (ERA).

EU has 27 Railway Agencies and more than 10.000 rules with very costly bureaucratic processes, that manufacturing companies leave to take into account in order to homologate the rolling stock at European level.

In the case of the wagons the extra cost is about 10% of the manufacturing cost and, in case of the locomotives the homologation process amounts close to 30% of the total.



Promotion du Grand Axe Ferroviaire de marchandises
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.B.L

FERRMED believes that ERA should be the authority for issuing European vehicle authorization. The Agency should function as a one stop-shop cooperating with the national safety authorities, and the vehicle homologation has to be based on the vehicle's compliance with the relevant technical specifications for interoperability.

Under ERA's supervision, Member States must reduce the number of the national technical rules to those that are strictly required for network compatibility.

In that sense, ERA has to become the authority for the "Single Safety Certification" on which is duly stated the EU area of operation.

ERA has to be as well, the leading organism regarding the implementation and coordination of management, monitoring and tracking systems, at EU level, considering the data emitted at Core Network level in a first stage and Comprehensive Network in the second one.

On the other hand, ERA has to bring together the corridors coordinators, because really the train paths all over the EU are linked to a network comprising several corridors, more than to a one single corridor.

Pre-arranged train paths and capacity reserve for international journeys must be another ERA responsibility.

To perform these duties, it is essential to establish the appropriate plan in order that the Agency is adequately resourced, including the suitable competence and skills.

6.3.- Application of FERRMED Standard "p" (stated in Item 2)

To achieve the targets stated in this FERRMED Standard we need a Strong Strategic Logistics Plan at EU level in order to make land transport system more efficient and sustainable, conveniently balancing both flows and share between rail, road and barge. To accomplish this goal, "Open Data" (both public and private Open Data), duly selected from Big Data, regarding transportation from one place to another of all kind of goods and by all sort of means, is a key.

Smart Applications have to be developed from the corresponding Open Data. In that sense, the tracing of trains, wagons, trucks, barges, etc, has to be perfectly known, as well as the origin and the destination of all of them.

This means the homogenization of all kind of technical standards and certification procedures across the EU, overcoming fragmentation,



Promotion du Grand Axe Ferroviaire de marchandises
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.B.L

considering also intelligent detection and monitoring solutions in the transportation system and single window for all reporting requirements, regardless of the form of transport.

The Smart Applications have to take into account R+D+4i factors of excellence in order to be as much efficient as possible.

6.4.- A new Strategic Logistic Plan

We have to go forward from the previous Freight Transport Logistics Action Plan started in 2007.

Taking into account the considerations explained in points 6.1, 6.2 and 6.3, a new Strategic Logistics Plan is required in order to get an efficient land transportation system.

This plan has to be built considering an ambitious long term vision, but with specific targets at both short and medium term.

FERRMED aims to ask the EC to look at the achievements made in the last four years and identify challenges and opportunities to determine the aforementioned **new Strategic Logistic Plan** with programmes and targets regarding cost reduction, increasing quality, assuring traceability and reliability, accomplishing lead times and timetables, and management enhancement in land transportation system for the coming four years.

This Plan can be complemented with the creation of an Inter-parliamentary Group on Logistics/Supply Chains for the next term, started in 2014, as it is requested by European Logistics Platform (ELA) of which FERRMED is founding member.

Brussels, 4th March 2014