



“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 pas 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

Robert Schuman

FERRMED MANIFESTO CONCERNING THE TRANS-EUROPEAN RAILWAY FREIGHT CORE NETWORK

SUITABLE EU CORE NETWORK AND COMMON STANDARDS FOR
THE ACHIEVEMENT OF A COMPETITIVE, INTER-OPERABLE AND
SUSTAINABLE RAIL FREIGHT TRANSPORT SYSTEM

For the enhancement of EU Trade and Production

European Parliament
Brussels, January 12th 2011



FERRMED

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C. FERRMED MEMBERS

FERRMED MANIFESTO CONCERNING THE TRANS-EUROPEAN RAILWAY FREIGHT CORE NETWORK

Text approved in FERRMED General Assembly held in Marseille on December 15th 2010

A. FOREWORD

Generally speaking, FERRMED asbl agrees in the content of the Commission Working Document concerning the Consultation on the Future Trans-European Transport Network Policy.

Our point of view regarding this matter relates basically to freight transportation by rail. Therefore, FERRMED "Manifesto" belongs to the Trans-European Rail Freight Network.

B. FERRMED CONSIDERATIONS

1. Dual layer: comprehensive network and core network

FERRMED fully agrees on this concept.

A key issue is that the Core Network enhances "European added value" of the TEN-T and includes axes of vital importance for freight transport flows within the internal market and between the EU, its neighbors and other part of the world.

Gateway ports, intercontinental hub ports and airports, connecting the EU with the outside world and the most important industrial areas, inland ports and intermodal freight terminals have to be linked through the above mentioned "Core network".

The definition of Core Network and the gradual development of the corridors included **have to be made according to economic, social and environmental criteria**. FERRMED considers that it is crucial that the future Core Network start with the systematic involvement of the rail freight corridors already adopted by the EU Parliament in mid 2010, the axes in which the EU has decided to develop the ERTMS¹ (as confirmed on October 20th, 2010 by the EU as the international freight corridors) and that combine in its objectives the removal of the urban or environmental bottlenecks that obstruct the operation and the efficiency of the great trans-European axes.

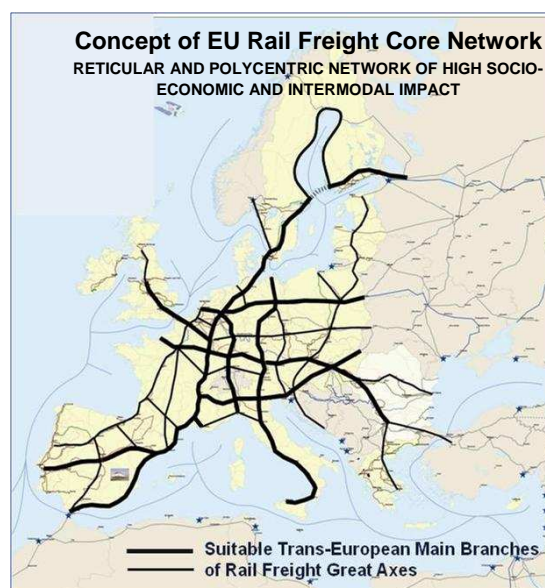
The Core Network has to include, as well, the modernization of the urban strategic railway centers congregating the regional, national and European traffic and limiting the TEN-T Network freight traffic capacity. In the case of the inherent Network in the FERRMED Great Axis, the bottlenecks that have to be modernized and the lines to be incorporated are duly specified in the Supply/Demand, Technical and socio-economic Global Study mentioned below².

According to FERRMED Standards criteria, the **shape of this Trans-European Core Network has to be reticular and polycentric including corridors of great socio-economic and intermodal impact** with two "parallel" rail lines in each corridor, one for high speed trains (basically for passengers) and another for conventional trains (able for freight and passengers trains at same priority rate).

These two lines do not need to be side by side. Within the same basic corridor the lines can be located several tens of kilometres from each other.

Clear assessment methods in order to define the Core network like: Cost-benefit Analysis (CBA), multi-criteria Analysis (MCA), spatial computed general equilibrium models (SGCE) and System Dynamics Modeling (SDM) have to be taken into consideration.

The methodology utilized in "Supply/ Demand, Technical and Socio-Economic Global Study of FERRMED Great Axis Rail Network and its area of influence", co-financed by DG MOVE TEN-T EA Studies and finished during the last quarter of 2009 could be taken into consideration.



¹ European Rail Traffic Management System

² http://www.ferrmed.com/docs/FERRMED_GLOBAL_STUDY_BOOK_vf.pdf

2. Common Standards for Rail Freight Transportation in 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 FERRMED demonstrates in the Global Study (mentioned in point B1), 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 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 long 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.
- n. Harmonization of the administrative formalities and social legislation.
- o. Unified management, monitoring and tracking (through ITS) systems by Mega-Regions and main corridors coordinated at EU level.
- p. Competitive management criteria based on R+D+4i Principles (Research, Development, innovation, identity, impact and infrastructure) in the global chain of added value.
- q. Favorable 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

FERRMED Global Study has analyzed the **impact of the implementation of these Standards in all FERRMED Great Axis Rail Network (“Red Banana”)**, including bottlenecks solving, required by-passes, new lines, terminals, rolling stock adaptation, adjustment to international width of the conventional lines’ tracks in the Spanish Mediterranean Corridor, etc... **In spite of the exhaustive investments considered, the conclusion is a very good socio-economic results with an Economic Internal Rate of Return of 11,1%, with the possibility to move from 266 billion tonnes-km per year transported in 2005 to 524 billion tonnes-km per year by 2025, and with more than 145 million tonnes reduction in CO₂ emissions from 2016 to 2045.**

3. Core Network strategy, operational and governance coordination

Global coordination at European level based on coordination structures defined at Mega-Regions and Main Corridors level.

This function has to include: traffic and Core Network needs identification, new infrastructures planning, capacity management (demand and supply balance), monitoring, slots assignment, standardization, tracking system (through ITS), maintenance coordination, policies for incentivizing the efficient use of infrastructure, technology and innovation, etc., and has to incorporate, as well, an **EU leading organism in order to coordinate the economic funds allocation for Rail Core Network development and common standards implementation.**

4. FERRMED Railway Great Axis Core Network

The methodology utilized in “Supply/ Demand, Technical and Socio-economic Global Study of FERRMED Great Axis Rail Network and its area of influence”, co-financed by TEN-T EA Studies and finished in the last quarter of 2009 has been taken into consideration for its definition.

It is a railway Network that connects the Scandinavian countries with Central Europe and Western Mediterranean, which backbone are the Rhin and Rhone Valleys and their extension towards the North till Sweden and Finland and towards the South linking, next to Marseille, the Mediterranean Arch from Genova and Livorno till Algeciras.

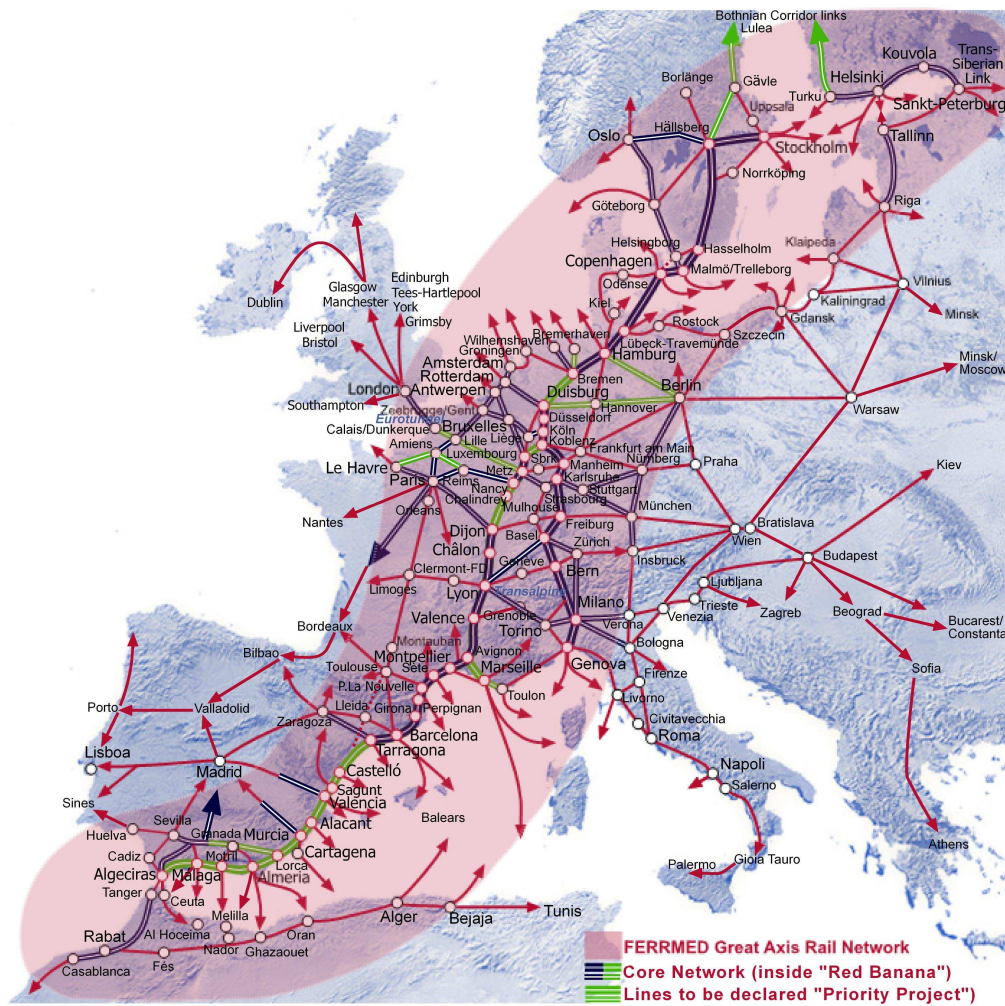
Due to its great socio-economic and intermodal impact (54% EU population, 66% of EU GDP and 80% of EU seaports container traffic), FERRMED considers that this Great Axis Rail Core Network in total (including bottlenecks solving and modernization of the urban strategic railway centers) has to be declared as a “Priority Project” and be added in TEN-T Core Network, in addition with the lines that link its most important cities with other EU countries, mainly Eastern and Mediterranean countries. At point 5 the FERRMED Great Axis Core Network with the corresponding Priority Lines is presented.

Particularly it is important to pay attention to the following lines, which nowadays are still not considered as “priority projects” and have to be included in the EU Trans-European Core Network:

- Bothnian Corridor
- Hamburg-Berlin
- Bremen – Münster – Duisburg
- Duisburg-Hannover-Berlin-Warsaw
- Koblenz – Luxembourg /Apach
- Calais/Dunkerque – Lille – Metz – Dijon
- Le Havre – Amiens – Reims – Dijon
- Avignon-Marseille/Fos-Toulon
- Tarragona – Castelló – València – Alacant – Murcia/Cartagena-Almería – Motril – Málaga – Algeciras
- Lorca – Granada – Antequera
- Links with Balkan countries.

From an intermodal point of view, this Great Axis is a key for the EU economy because it links the most important European harbor front in Northern Sea, with their corresponding Septentrional, Central and Eastern Europe hinterlands, with most important inland waterways, with the Western Mediterranean harbor front and with North of Africa.

5. FERRMED Great Axis Core Network and its links with other EU countries. Priority Projects to be added



Taking into account that most of the railway corridors included in the FERRMED Great Axis Core Network are already declared as Priority Projects, **FERRMED Association proposes to add to the current list of Priority Projects the remaining Main Core Network lines of the “Red Banana”.** Furthermore there should be included the ones that link its more important cities with other EU countries, mainly Eastern and Mediterranean countries.

Lines to be included in EU Rail Core Network and declared as EU Priority Projects FERRMED PROPOSAL	
Country	Lines to be declared as EU Priority Projects
Scandinavian Countries	<ul style="list-style-type: none"> • Bothnian Corridor
Germany	<ul style="list-style-type: none"> • Line Hamburg-Berlin • Line Bremen-Müntser-Duisburg • Line Duisburg-Hannover-Berlin • Line Koblenz-Luxembourg/Apach
France	<ul style="list-style-type: none"> • Line Calais/Dunkerque-Lille-Metz-Dijon • Line Le Havre-Amiens-Reims-Dijon • Line Avignon-Marseille/Fos-Toulon
Spain (Mediterranean Corridor)	<ul style="list-style-type: none"> • Line Tarragona-Castelló-València-Alacant-Murcia/Cartagena-Almería-Motril-Málaga-Algeciras • Line Lorca-Granada- Antequera
Eastern EU	<ul style="list-style-type: none"> • Line Berlin-Warsaw • Links with Balkan countries
The whole of FERRMED Great Axis involved countries	<ul style="list-style-type: none"> • Arrangement of the bottlenecks identified by Supply/Demand, Technical and socio-economic Global Study of FERRMED Great Axis and its area of influence (for example, the irrefutable case of Lyon)

C. FERRMED Members

- AB SKF
- AB VOLVO
- ABERTIS Logística, S.A.
- ADEG (Associació d'Empresaris de l'Alt Penedès, el Baix Penedès i el Garraf)
- AEQT (Associació Empresarial Química de Tarragona)
- Agence Régionale de Développement de la PICARDIE
- ALSTOM Transporte, S.A.
- ANESCO (Asociación Nacional Empresas Estibadoras y Consignatarias de Buques)
- APPLUS
- ARDANUY Ingeniería, S.A.
- ASCER (Asociación Española de Fabricantes Azulejos y Pavimentos Cerámicos)
- Asociación Grandes Industrias del Campo de GIBRALTAR
- Association Internationale pour le Tunnel de SALAU
- Asociación Murciana de Logística
- Autoridad Portuaria de la BAHIA DE ALGECIRAS
- Autoridad Portuaria de ALICANTE
- Autoridad Portuaria de ALMERIA
- Autoritat Portuària de BARCELONA
- Autoridad Portuaria de CARTAGENA
- Autoridad Portuaria de CASTELLON
- Autoridad Portuaria de MALAGA
- Autoridad Portuaria de MOTRIL
- Autoritat Portuària de TARRAGONA
- Autoridad Portuaria de VALENCIA
- AUTOTERMINAL, S.A.
- BARCELONA REGIONAL
- BCL (Barcelona Centre Logístic)
- BEJAIA Mediterranean Terminal SpA
- BOMBARDIER
- CADev (Champagne-Ardenne Développement)
- CAEB (Confederació d'Associacions Empresariales de Balears)
- Cámara Oficial de Comercio, Industria y Navegación de ALMERIA
- Cambra Oficial de Comerç, Indústria i Navegació de BARCELONA
- Cámara Oficial de Comercio, Industria y Navegación de CARTAGENA
- Cámara Oficial de Comercio, Industria y Navegación de CASTELLON
- Cámara Oficial de Comercio, Industria y Navegación del Campo de GIBRALTAR
- Cámara Oficial de Comercio, Industria y Navegación de VALENCIA
- Cambra de Comerç, Indústria i Navegació de GIRONA
- Cambra de Comerç i Indústria de LLEIDA
- Cambra de Comerç, Indústria i Navegació de MALLORCA, EIVISSA i FORMENTERA
- Camara Oficial de Comercio Industria y Navegación de MOTRIL
- Cámara Oficial de Comercio, Industria y Navegación de MURCIA
- Cambra Oficial de Comerç, Indústria i Navegació de REUS
- Cambra de Comerç i Indústria de SABADELL
- Cambra Oficial de Comerç, Indústria i Navegació de TARRAGONA
- Cambra de Comerç i Indústria de TERRASSA
- Camera di Commercio, Industria, Artigianato e Agricoltura di Genova
- CAPEM (Comité d'Aménagement, de Promotion et d'Expansion de la MOSELLE)
- CARGOBEAMER AG
- CCTT (Coordinating Council on Transsiberian Transportation)
- CDM NV
- CELSA (Compañía Española de Laminación, S.L.)
- CEMENTOS MOLINS, SA
- Centre Européen de Fruits et Légumes SCRL
- Centro de Promoción del Transporte de Mercancías por Ferrocarril (CPTMF)
- CEPTA (Confederació Empresarial de la Provincia de TARRAGONA)
- CEPYMEVAL (Confederación de Organizaciones Empresariales de la Pequeña y Mediana Empresa de la Comunidad Valenciana)
- Chambre Régionale de Commerce et d'Industrie de BOURGOGNE
- Chambre de Commerce et d'Industrie de DUNKERQUE
- Chambre Régionale de Commerce et d'Industrie de LANGUEDOC-ROUSSILLON
- Chambre Régionale de Commerce et d'Industrie de LORRAINE
- Chambre de Commerce du Grand-Duché de LUXEMBOURG
- Chambre de Commerce et d'Industrie de LYON
- Chambre de Commerce et Industrie de MARSEILLE-PROVENCE
- Chambre Régionale de Commerce et d'Industrie de RHÔNE-ALPES
- CIERVAL (Confederación de Organizaciones Empresariales de la Comunidad Valenciana)
- CIMALSA (centres logístics de Catalunya)
- CLECAT (European association for forwarding, transport, logistic and customs services)
- COE (Cercle pour l'Optimodalité en Europe)
- Colegio de Ingenieros Industriales de ANDALUCIA ORIENTAL
- Col·legi d'Enginyers de Camins Canals i Ports de CATALUNYA
- Col·legi Oficial d'Enginyers Industrials de CATALUNYA
- Colegio de Ingenieros de Caminos, Canales y Puertos de la COMUNIDAD VALENCIANA
- Colegio de Ingenieros de Caminos, Canales y Puertos de MURCIA
- Colegio de Ingenieros Industriales de la REGION DE MURCIA
- Colegio de Ingenieros Industriales de la COMUNIDAD DE VALENCIA
- COMITATO PROMOTORE TRANSPADANA (Sistema di Corridoi Europei)
- Compagnia Portuale PIETRO CHIESA s.c.a r.l.
- COMSA Rail Transport S.A.
- Conception Etude Réalisation Logistique (CERL)
- Consorci de la Zona Franca de BARCELONA
- CROEM (Confederación Regional de Organizaciones Empresariales de Murcia)
- CROSSRAIL AG
- DB SCHENKER RAIL WEST (EWS - English Welsh & Scottish Railway)
- DECATHLON France S.A.S.
- DRAGADOS S.P.L.
- DUISBURGER HAFEN AG (Duisport)
- EIA (European Intermodal Association)
- EMTE S.A. (Estudios Montajes y Tendidos Eléctricos)
- ERFA (European Rail Freight Association)
- ERFCEP (European Rail Freight Customer Platform)
- ERS Railways BV
- EUROMEDITERRANEAN BUSINESS ASSOCIATION
- Europakorridoren AB
- EUROPORTE 2 SAS (filiale fret d'EUROTUNNEL)
- FAIVELEY S.A.
- FemCat (Fundació privada d'empresaris)
- FGC (Ferrocarrils de la Generalitat de Catalunya)
- Foment del Treball Nacional
- FORD
- Fundació Occitano Catalana (FOC)
- FUNDACIÓN ICIL (Institut Català de Logística)
- GEFCO
- Grand Port Maritime du HAVRE
- Grand Port Maritime de MARSEILLE
- GRONINGEN Sea Ports
- HUPAC INTERMODAL S.A.
- IBS (Interessengemeinschaft der Bahnspediteure) e.V.
- Institut d'Economia i Empresa IGNASI VILLALONGA
- ISL (Institute of Shipping Economics and Logistics)
- ISOLOADER EUROPE S.A.
- La Transalpine (Comité pour la liaison européenne transalpine Lyon-Turin)
- L'EMPRESARIAL (Confederación Independiente de la Pequeña y Mediana Empresa Valenciana)
- Logitren Ferroviaria S.A.U.
- LOGZ - ATLANTIC HUB, SA
- LORRY RAIL S.A.
- LTF (Logística y Transporte Ferroviario, S.A.)
- LYON TERMINAL
- MERCABARNA S.A. (Mercados de Abastecimientos de Barcelona)
- MEETING Y SALONES S.A
- NOVATRANS S.A.
- PARIS TERMINAL S.A.
- PATRONAT CATALUNYA MÓN
- PIMEC (Petita i Mitjana Empresa de Catalunya)
- Port of ANTWERP
- Port de BRUXELLES
- Port Authority of ZEEBRUGGE - MBZ
- Port Autonome de LIEGE
- Port of ROTTERDAM
- Port de SÈTE, SUD DE FRANCE
- PROMÁLAGA S.A. (Empresa Municipal de Iniciativas y Actividades Empresariales de Málaga)
- PUNTO FA S.L (MANGO)
- RAFTS E.E.I.G. (Rail Freight Transport System)
- RAIL FREIGHT GROUP
- RAIL LINK Europe
- RAILGRUP
- SEAT S.A.
- SETRAM S.A. (Servicios de Transportes de Automóviles y Mercancías)
- SNCF Geodis
- STVA
- T.R.W. S.A.
- TCB S.L. (Terminal de Contenedores Barcelona)
- TRADISA OPERADOR LOGISTICO S.L.
- TRANSFESA S.A. (Transportes Ferroviarios Especiales)
- TRIMODAL Europe B.V.
- UPC (Universitat Politècnica de Catalunya)
- VOSSLOH España, S.A.
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