

Produkter för och kundkrav på kapacitet i de europeiska järnvägskorridorerna

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EU Rail Freight Corridors**

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EU Rail Freight Corridors in 2015

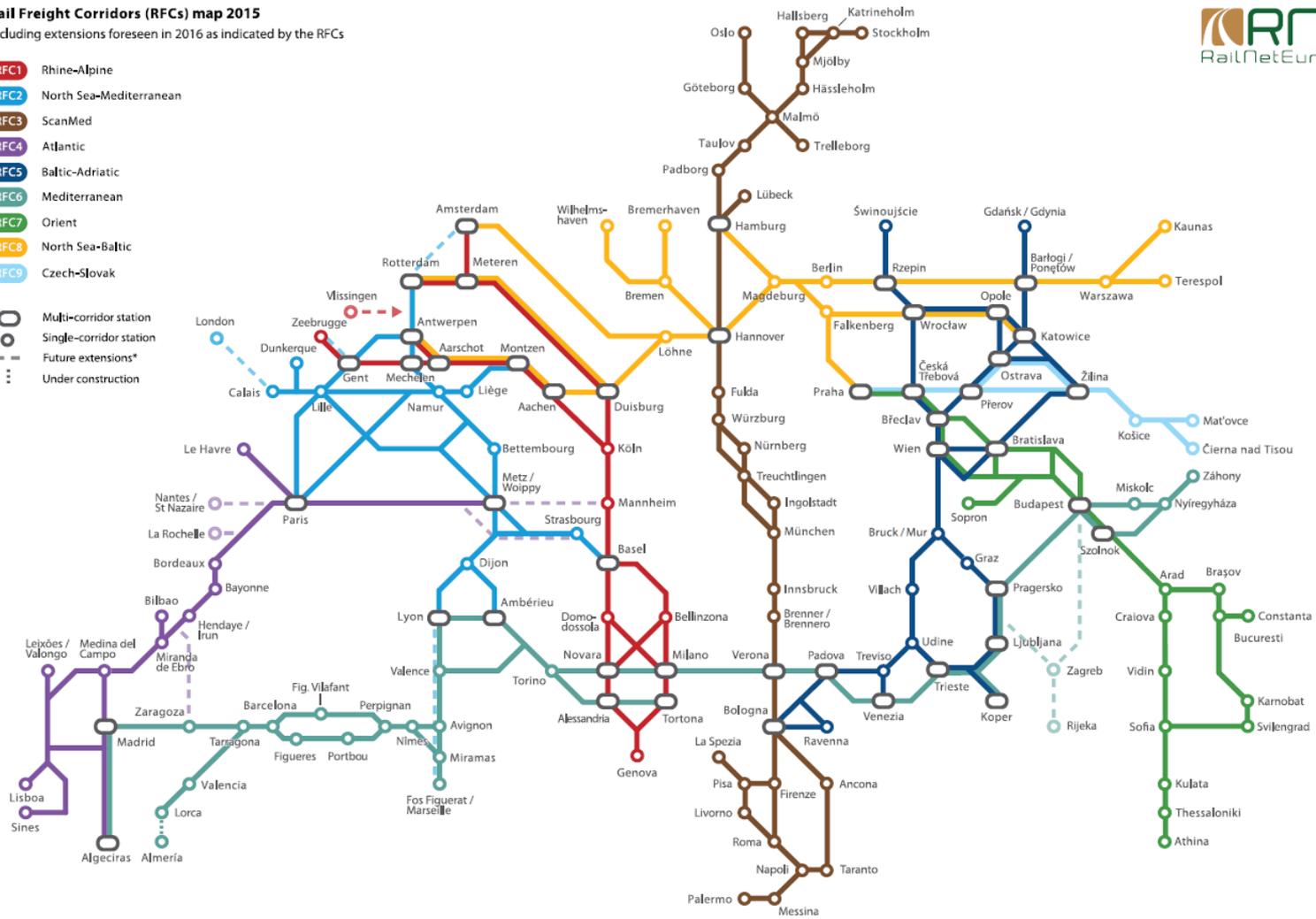
Rail Freight Corridors (RFCs) map 2015

Including extensions foreseen in 2016 as indicated by the RFCs



- RFC1 Rhine-Alpine
- RFC2 North Sea-Mediterranean
- RFC3 ScanMed
- RFC4 Atlantic
- RFC5 Baltic-Adriatic
- RFC6 Mediterranean
- RFC7 Orient
- RFC8 North Sea-Baltic
- RFC9 Czech-Slovak

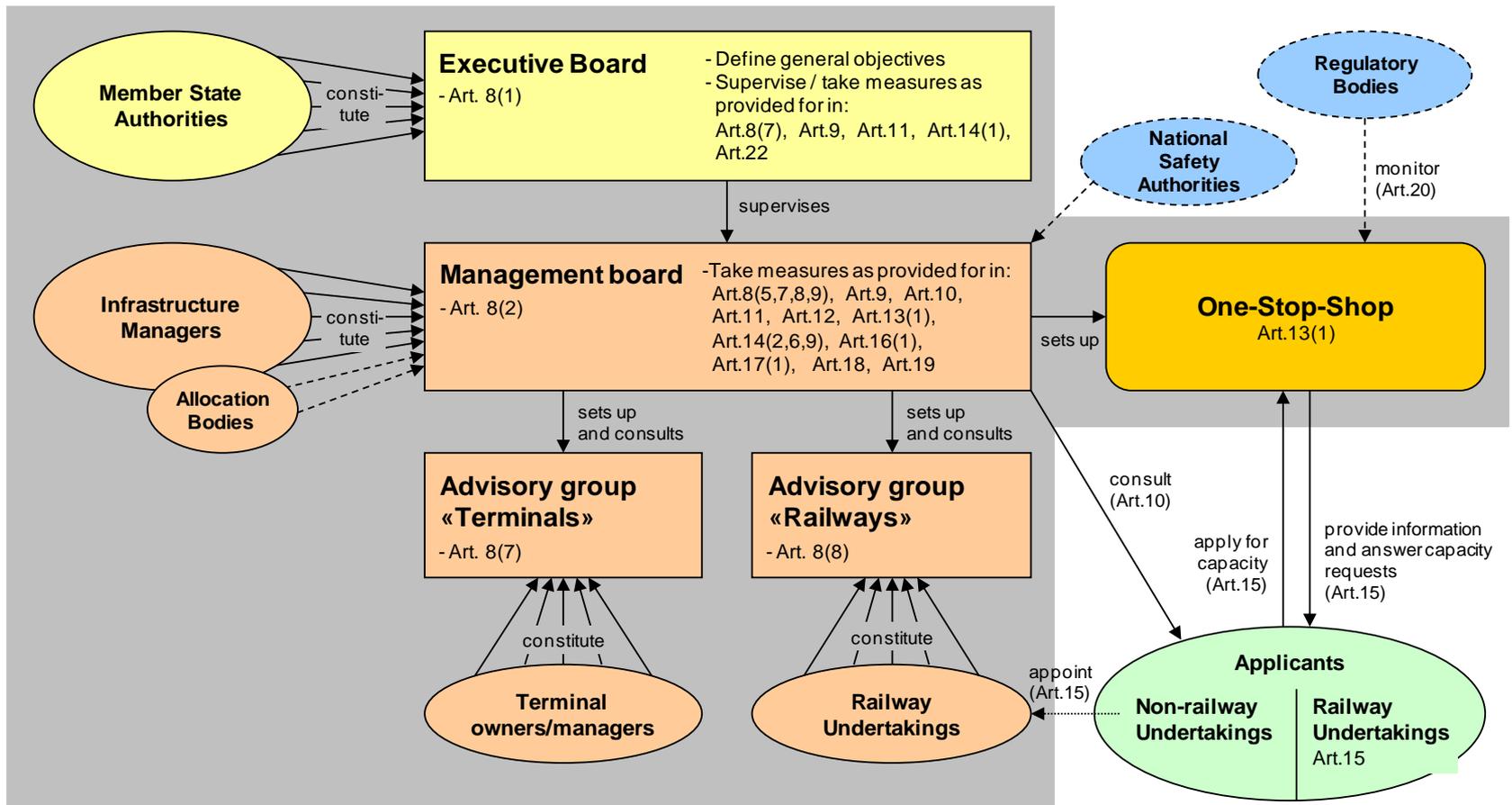
- Multi-corridor station
- Single-corridor station
- - - Future extensions*
- ⋮ Under construction



General objectives of the RFCs

- Reinforce **cooperation** among Rail Infrastructure Managers (and Member States)
- Improved **capacity** and harmonised **standard** on Rail Freight Corridors
- Provide **rail freight services** of good quality
- Improved **customer orientation**

RFC Governance structure



Specific objectives (I)

- **Easy access for users to information about a corridor** – Art.18
- **Provision of dedicated capacity for international freight (pre-arranged train paths and reserve capacity)** – Art.14(3,5)
- **Smooth and flexible path allocation process** – Art.13
- **Common quality/punctuality targets** – Art.9c
- **Cross-border coordination of traffic management** – Art.16(1)
- **Sufficient priority for freight trains – even in case of disturbances** – Art.17
- **Cross-border traffic performance monitoring** – Art.19(2)
- **Customer Satisfaction surveys** – Art.19(3)

Specific objectives (II)

- **Integration of terminals in traffic management and infrastructure planning – Art.16(2)**
- **Technical harmonisation of infrastructure – Art.11(1c)**
- **Coordination of investments and maintenance works – Art.11, 12**
- **Strengthening of user involvement – Art.8(8), 10, 19(3)**



Pre-Arranged Train Paths

Art. 14(3):

(...) infrastructure managers of the freight corridor shall jointly define and organise **international pre-arranged train paths for freight trains** following the procedure referred to in Article 15 of Directive 2001/14/EC recognising the need for capacity of other types of transport, including passenger transport. They shall facilitate journey times, frequencies, times of departure and destination and routings suitable for freight transport services with a view to increasing the transport of goods by freight trains running on the freight corridor. These pre-arranged train paths shall be **published not later than 3 months before the final date for receipt of requests** for capacity referred to in Annex III to Directive 2001/14/EC. (...)

Reserve Capacity

Art. 14(5):

Infrastructure managers shall, if justified by market need and the evaluation as referred to in paragraph 2 of this Article, jointly define the **reserve capacity for international freight trains** running on the freight corridors recognising the need for capacity of other types of transport, including passenger transport and keep this reserve available within their final working timetables **to allow for a quick and appropriate response to ad hoc requests** for capacity as referred to in Article 23 of Directive 2001/14/EC. This capacity shall be **reserved until the time limit before its scheduled time** as decided by the management board. This **time limit shall not exceed 60 days**.

Challenges regarding the pre-arranged train paths (PAPs) on RFCs

Purpose: Ensuring provision of train paths of good quality for international freight traffic
→ in line with market needs !

Solution: Defining precise train paths early, before definition of paths for other kind of traffic
→ not in line with market needs !

→ **Experience from RFCs:**

- Up to 90% of PAPs become modified after publication !
- Customer choose to not request PaPs due to lack of flexibility

Challenges regarding the Reserve Capacity on RFCs

Purpose: Addressing the need for ad-hoc capacity needs
→ in line with market needs !

Solution: Reserving capacity until max 60 days before scheduled time

→ not sufficient to catch market for ad-hoc requests (typically arriving a few days until 2 weeks before scheduled time !

→ **Experience from RFCs:**

- RFCs MaBos have reduced time limit in Framework for Capacity Allocation to 30 days – still not sufficient
- Customers submit ad-hoc requests for international trains in national procedures

Customer expectations on dedicated capacity on RFCs

Some preliminary findings:

- Earmarking of capacity for freight needed – even beyond the coming timetable period
- Definition of precise paths as late as possible
- “Rolling” capacity applications – no timetable periods for freight (at least for part of freight traffic)
- Handling of ad-hoc capacity requests by C-OSS until a few days before scheduled time

The need for flexibility is expressed even by many IMs

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Capacity – quality aspects

Some preliminary findings:

Train paths must allow efficiency in train operations, in terms of:

- Timing (departure / arrival times)
- Speed (not necessarily high!)
- Train length
- Train weight
- Axle- and meter load
- Loading gauge (conventional and intermodal)

→ Purely quantitative consideration of capacity for freight not sufficient !

Thank you for your attention !

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