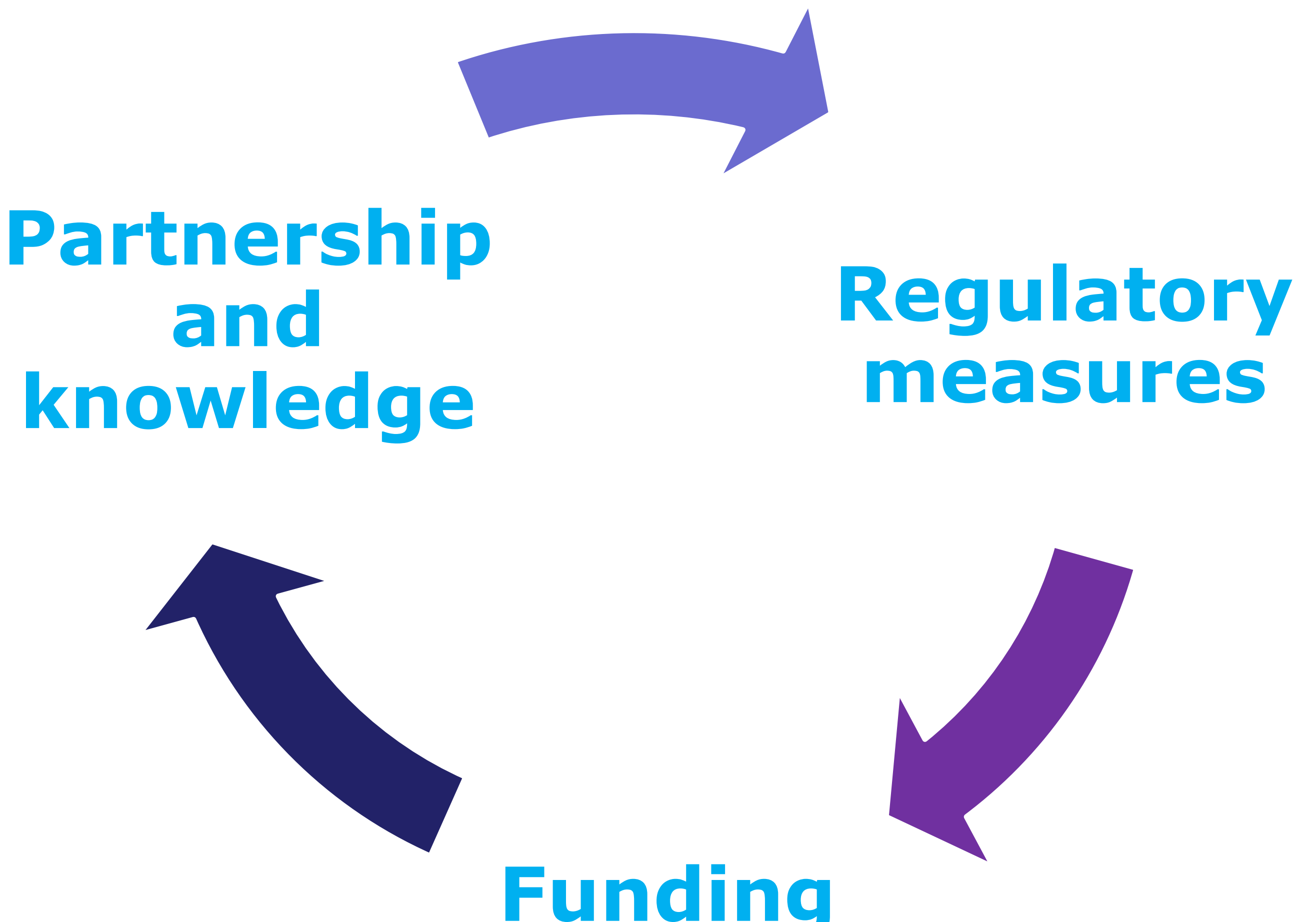
Single wagon load & Last mile infrastructure

DG MOVE

Symposium on SWL traffic on 27/09/2016 in Vienna

EU action is not only regulation!



Plan

I. Single Wagon Load study
II. LMI studies
III. Rail infrastructure
IV. Shift 2 Rail
V. CEF Funding
VI. Initiatives
VII. Rail Freight Corridors

I. Single Wagon Load

EU Study – Spring 2015 : CCL

- ↘ Trade volume of some commodities often transported by wagonload
- Low cost efectiveness & low profitability
- Difficulty and modernising production system
- Lack of investment in LMI

I. Last Mile Infrastructure

2 studies

- Study 1: Single European information portal for last-mile infrastructure
- Study 2: Design features for support programmes for investments in LMI

European Commission

Study 1: Single European information portal for last-mile infrastructure

http://railfreightlocations.eu/

Perspective:

- ✓ Unique User-Friendly & customer-oriented IT Tool for freight traffic in Europe
- ✓ Integration with other IT tools : PCS – TIS – CIP

European Commission

Study 2: Design features of support programs for last-mile infrastructure for rail freight

- Overview of the programme in place
- Level of investment needed
- Guidelines & recommendations

Overview of the programme in place

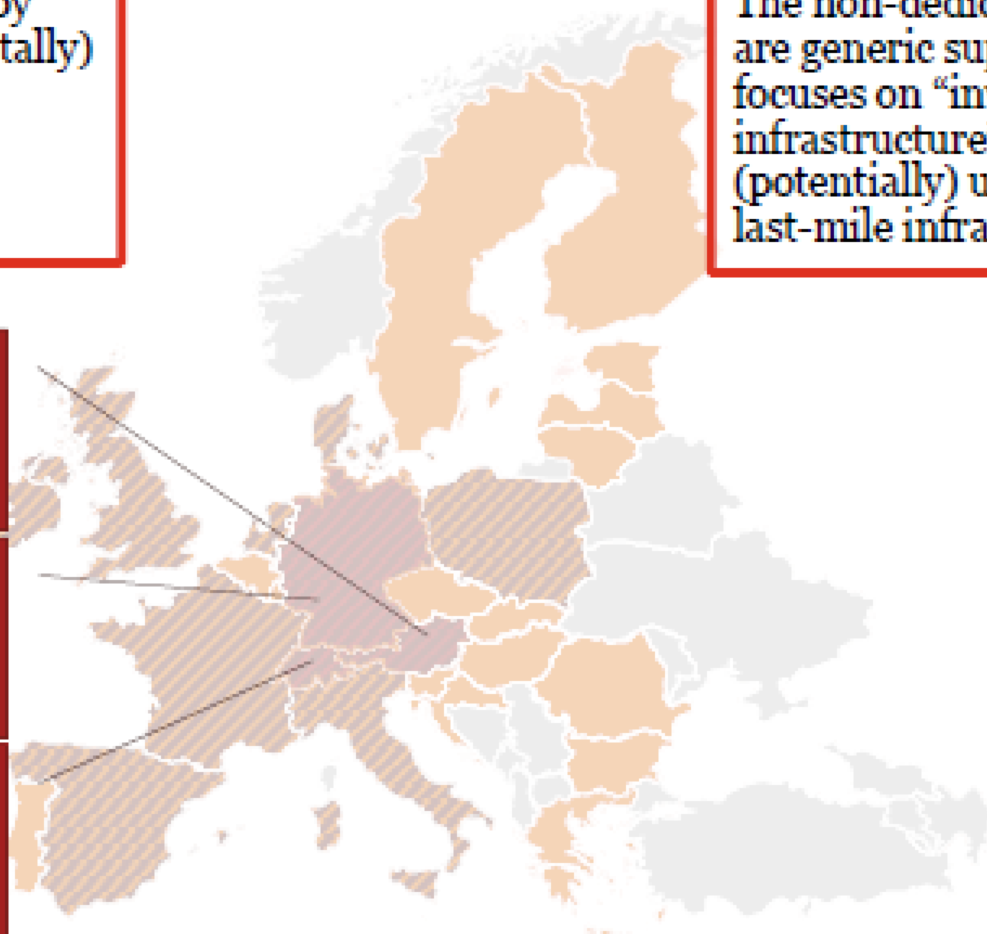
Few countries have introduced **dedicated programmes** for last-mile infrastructure (Austria, Germany and Switzerland).

Dedicated programmes

Schemes specifically set up by EU countries (partially or totally) with the aim of building, extending, reactivating and maintaining **last-mile infrastructure.**

Non-Dedicated programmes

The non-dedicated programmes are generic support instruments focuses on "investment in infrastructure" which could (potentially) used for financing last-mile infrastructure.



Austria

Programme name: ***Programm für die Unterstützung des Ausbaues von Anschlussbahnen***

Time frame: 1995 – 2017

Germany

Programme name: ***Offensive Gleisanschluss***

Time frame: 2004 – 2016

Switzerland

Programme name: ***Aides financières pour voies de raccordement***

Time frame: 1986 - undefined

Main benefits of the dedicated programmes

Several stakeholders highlighted the identified instruments have produced benefits in terms of **demand increase** (freight traffic).

Examples of benefit highlighted by the Stakeholders

COUNTRY (Stakeholder)	*Identified BENEFIT*
Switzerland (SBB)	**Dedicated support programme** (for investment in Last Mile infrastructure); within the time frame 1986 – 2013, the flow of goods transport by rail was growth by at least 30%.
Germany (Multimodal transport operators)	**Dedicated support programme**: the approximate percentage of growth (reached thanks to the dedicated support programmes adopted): 15%
Austria (Railway Undertaking)	**Dedicated support programme**: improvements in terms of securing the existence of established sidings, checking existing and future industrial parks for connection to the rail network and fostering the cooperative usage of existing infrastructure by companies. The main goal of the programme is to foster modal shift to rail and IWW.

Level of investment needed:

Basic Analysis:

Existing LMI & future dvlpt / EU freight market analysis developments

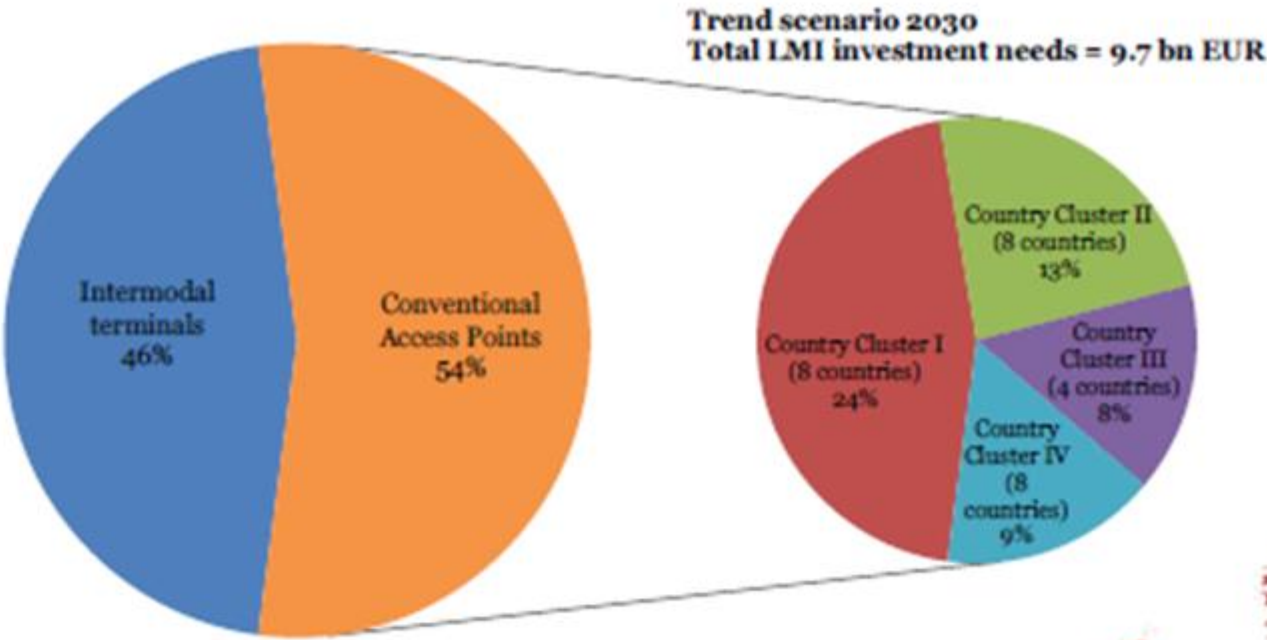
Rail freight market 2010 & Forecast 2030

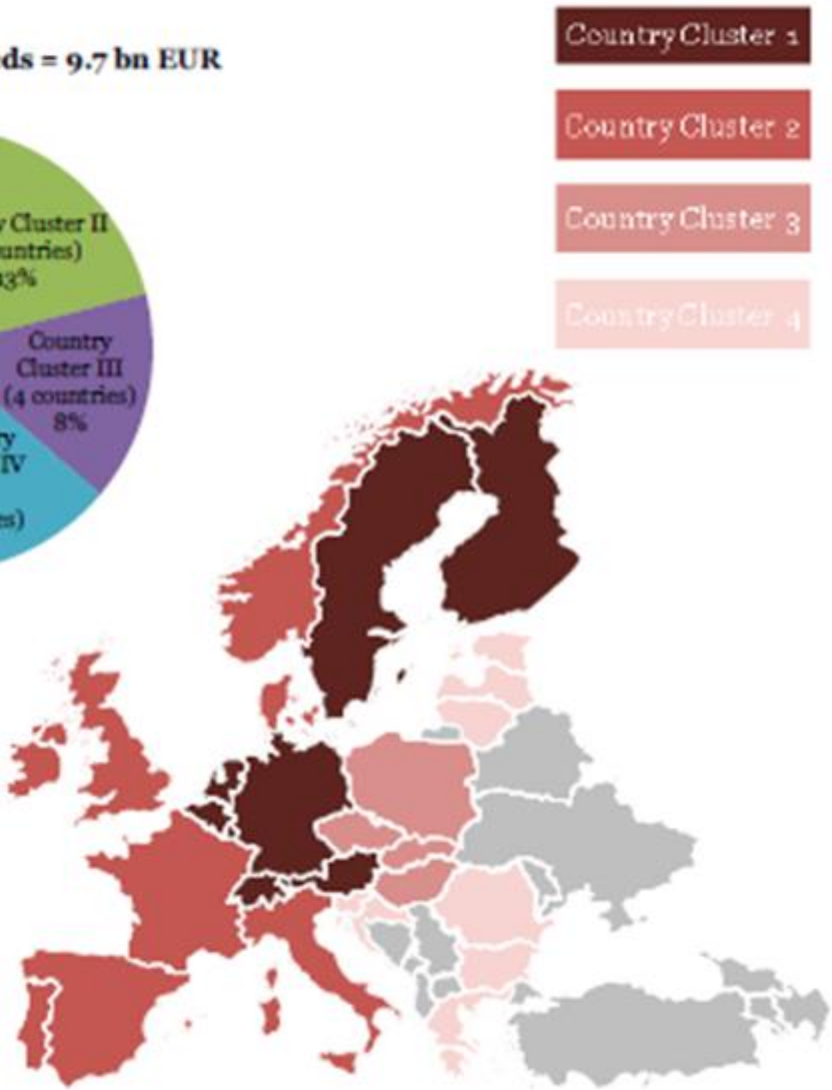
Deduction of investment needs for LMI

Overview on LMI in Europe
Occurrence and main logistic parameters

	Private sidings	Stations with public sidings	Intermodal terminals	Railports/ Rail logistic centres
Number of sites in Europe (EU 28+2) Total: ca. 22,120	ca. 15,600	ca. 5,600	ca. 730	ca. 190
Trend for future development	↘	↓	↗	↑
Main rail freight production systems	Single wagon/ wagon groups Block trains	Single wagon/ wagon groups	Intermodal trains	Single wagon/ wagon groups
Open to rail freight customers	Mostly no	Yes	Mostly yes	Yes
Restriction for commodities	Depending on owner	Generally no restrictions, actually only few dedicated commodities (e.g. wood)	Standardised loading units only	Generally no restrictions, actually affinity to dedicated commodities (e.g. steel, paper)

Investment need for LMI (new and upgrade)





Guidelines for MS and Regions

- *Planning of LMI support programmes*
- *Improvement of LMI support programmes*
- *Monitoring of LMI support programmes*

3 types of support instruments with dedicated recommendations to the governance systems:

Regional – Country – EU-wide

Recommendations on the governance systems (2/2)

Regional Last-mile support programmes

Big size of country and railway network

Heterogeneous nature of needs

- Each regional supporting scheme should be defined depending on the density of the industrial sites, in particular for the districts located along the TEN-T corridors crossed the territory;
- Each regional supporting scheme should be possibly combined with tax incentives (for instance, for new industrial zones that include a rail connections);
- EU co-financing

Country Last-mile support programmes

Small – medium size of country and railway network

Homogeneous nature of needs

- Each country should encourage synergies between different development plans (e.g. industrial, and railway transport system development plans);
- Each country should encourage co-funding programmes for the development and maintenance of private sidings with high EU added value;
- EU co-financing

EU-wide Last-mile support programmes

Last-mile to Core Network nodes: ports & RRT

Ensuring coherent development of Node accesses

- EU should co-finance the development and maintenance of last-mile rail infrastructure through CEF and the structural funds;
- EU should help in guiding cross-border coordination and contribute EU funding on cross-border projects and on those with the highest European added value;
- CEF co-financing

III. Rail infrastructure

- TEN-T minimum requirements 2030 on core network:
  - full electrification;
  - 22,5 t axle load,
  - 100 km/h line speed
  - possibility of running trains with a length of 740 m;
  - deployment of ERTMS;
  - track gauge for new railway lines: 1 435 mm

III. Shift 2 Rail

- **Council Regulation No 642/2014** on 16 June 2014 – Entry into force 7 July 2014

- Master Plan: a **"high-level" strategic document**

European Commission

Shift2Rail approach and themes

- Long-term needs and socio-economic research
- Smart materials and processes
- System integration, safety and interoperability
- Energy and sustainability
- Human capital

IP 1 Cost-efficient and Reliable Trains, including high capacity trains and high speed trains

IP 2 Advanced Traffic Management & Control Systems

IP 3 Cost-efficient, Sustainable and Reliable High Capacity Infrastructure

IP 4 IT Solutions for Attractive Railway Services

IP 5 Technologies for Sustainable & Attractive European Freight

European Commission

S2R JU (PPP): Funding Envelop

450 million € over **7** years

Founding Members & Associate Members

300 Million €

Open Call

150 Million €

European Commission

52 million €

90 million €

2014 Call

7 Lighthouse projects

2015-2016 Calls

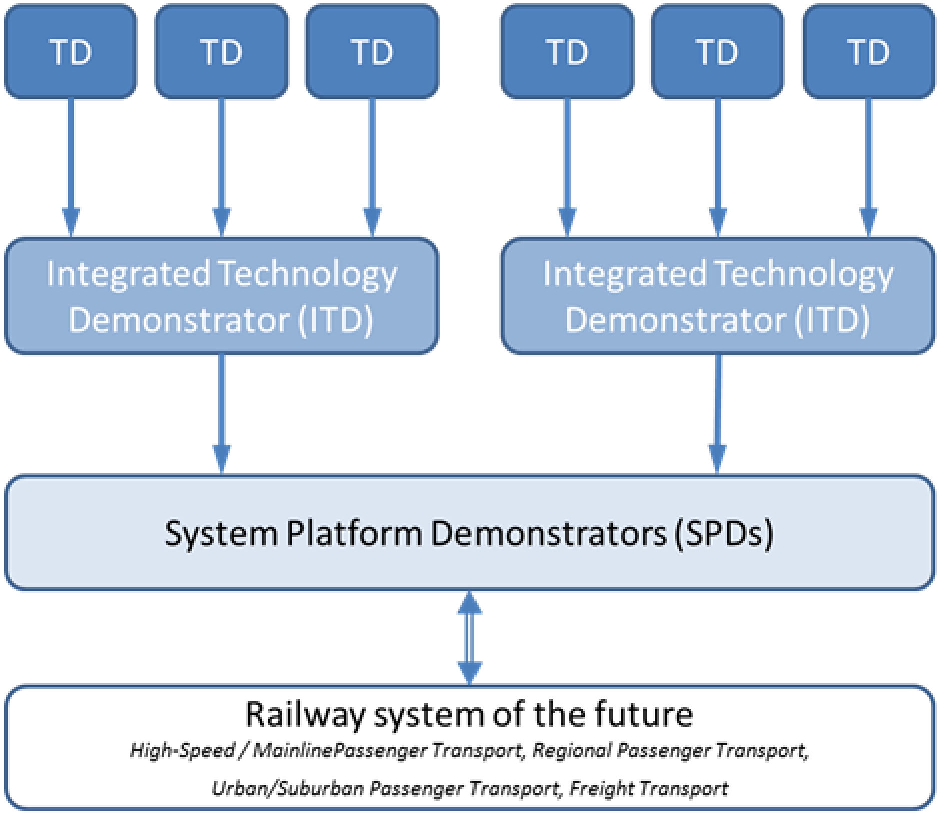
GASept2016

…

Smart Rail Hermes

IP 5 : 80 millions €

Integration with other IP



IV. CEF

AWP 2016:

Priority 3.2.1 "Freight Transport Services"

- 20 millions € - 20%
- Call to be launched by end of October
- Info Day: 25th of October

Cross border /
Corridor dimension

=> No operation

=> Small Scale infrastructure projects

=> equipment / rolling stock

=> super structure (transhipment)

=> intermodality

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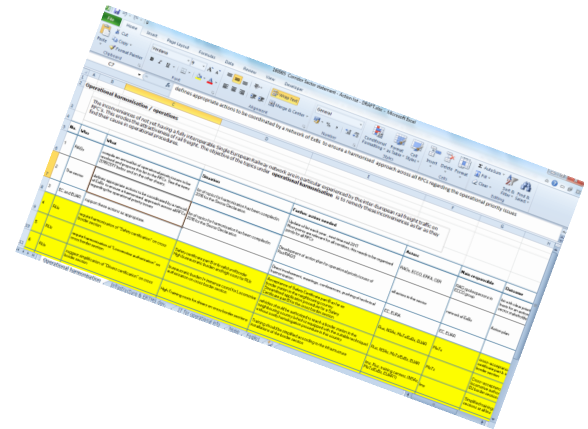
VI. Initiatives

TEN-T DAYS Rotterdam

- **Ministerial Declaration**
- **Sector Statement**

Actions List => Work is ongoing



Volunteers from Sector and Ministries

Rail Freight Day 2016

VII. Rail Freight Corridors

- Evaluation ongoing
- Public consultation closed
- Next steps
- RFCs – Plateform for Dialogue and innovative iniative!

European Commission

QUESTIONS?

THANK YOU!

DG MOVE B2

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