Single wagon load & Last mile infrastructure

DG MOVE

Symposium on SWL traffic on 27/09/2016 in Vienna
EU action is not only regulation!

- Partnership and knowledge
- Regulatory measures
- Funding
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 effectiveness & 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
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
**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 Ausbaus von Anschlussbahnen
Time frame: 1995 – 2017

Germany
Programme name: Offensive Gleisanschluss

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

<table>
<thead>
<tr>
<th>COUNTRY (Stakeholder)</th>
<th>Identified BENEFIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland (SBB)</td>
<td>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%.</td>
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<tr>
<td>Germany (Multimodal transport operators)</td>
<td>Dedicated support programme: the approximate percentage of growth (reached thanks to the dedicated support programmes adopted): 15%</td>
</tr>
<tr>
<td>Austria (Railway Undertaking)</td>
<td>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.</td>
</tr>
</tbody>
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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

<table>
<thead>
<tr>
<th>Private sidings</th>
<th>Stations with public sidings</th>
<th>Intermodal terminals</th>
<th>Railports/Rail logistic centres</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number of sites in Europe (EU 28+2)</strong></td>
<td>ca. 15,600</td>
<td>ca. 5,600</td>
<td>ca. 730</td>
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<tr>
<td><strong>Total:</strong> ca. 22,120</td>
<td></td>
<td></td>
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<tr>
<td><strong>Trend for future development</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Main rail freight production systems</strong></td>
<td>Single wagon/wagon groups</td>
<td>Single wagon/wagon groups</td>
<td>Intermodal trains</td>
</tr>
<tr>
<td><strong>Open to rail freight customers</strong></td>
<td>Mostly no</td>
<td>Yes</td>
<td>Mostly yes</td>
</tr>
<tr>
<td><strong>Restriction for commodities</strong></td>
<td>Depending on owner</td>
<td>Generally no restrictions, actually only few dedicated commodities (e.g. wood)</td>
<td>Standardised loading units only</td>
</tr>
</tbody>
</table>
Investment need for LMI (new and upgrade)

Trend scenario 2030
Total LMI investment needs = 9.7 bn EUR

- Intermodal terminals: 46%
- Conventional Access Points: 54%

Country Cluster II (8 countries): 13%
Country Cluster III (4 countries): 8%
Country Cluster IV (8 countries): 9%
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
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
S2R JU (PPP): Funding Envelope

450 million € over 7 years

Founding Members & Associate Members

- 300 Million €

Open Call

- 150 Million €

I. SWL  II. LMI  III. Infra  IV. S2R  V. CEF  VI. Initiative  VII. RFCs
2014 Call
7 Lighthouse projects

52 million €

2015-2016 Calls
GASep2016

90 million €

Smart Rail Hermes
Integration with other IP

IP 5: 80 millions €

Integrated Technology Demonstrator (ITD)

System Platform Demonstrators (SPDs)

Railway system of the future
- High-Speed / Mainline Passenger Transport
- Regional Passenger Transport
- Urban/Suburban Passenger Transport
- Freight Transport
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
I. SWL
II. LMI
III. Infra
IV. S2R
V. CEF
VI. Initiative
VII. RFCs

Cross border / Corridor dimension

No operation
Small Scale infrastructure projects
equipment / rolling stock
super structure (transhipment)
intermodality
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 initiative!
QUESTIONS?
THANK YOU!

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