



WELCOME TO THE ERFA STRATEGY DAY

2018



2018



OUR MEMBERS

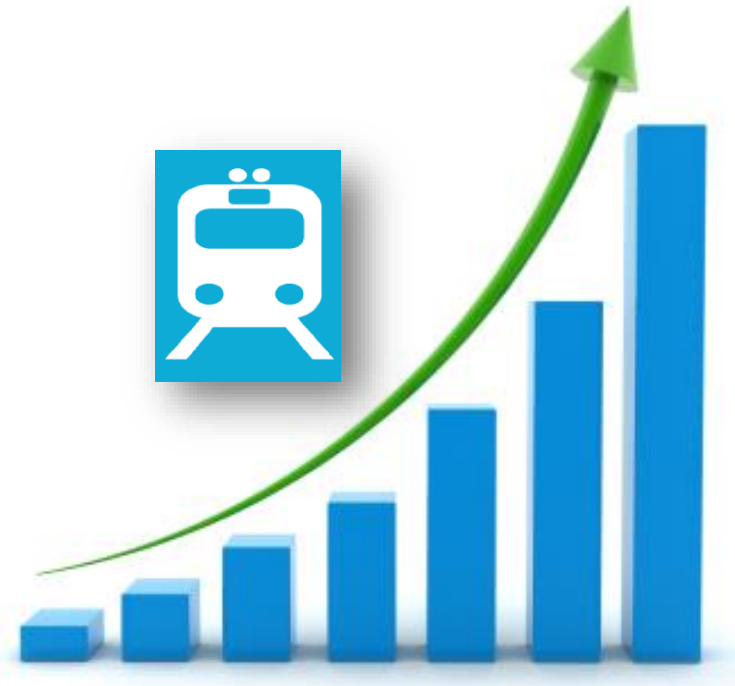


ERFA main message:



**WE WANT TO CREATE THE RIGHT CONDITIONS
TO BOOST RAIL GROWTH**

**WE NEED AN ATTRACTIVE ENVIRONMENT FOR RAIL FREIGHT
COMPANIES TO BE ABLE TO GROW THEIR BUSINESS**



→ The climate for private rail freight companies to set up **new routes and services remains difficult** in many European countries and this is **counter-productive** to the modal shift objective.

↓
Rail remains an unattractive
choice for customers

WHY?

QUALITY, RELIABILITY and
COSTS



RUs must be able to offer quality, reliable services that offers customers a consistent and predictable time of arrival at a competitive price

ERFA main achievements:

Transparency in Directly incurred costs

Transparent & non-discriminatory access to rail facilities

ERTMS –Focus on quality & business case for RUs

Framework agreements - criteria to prevent the blocking of unused capacity

Single safety certificate and vehicle autho.– designed to remove discriminatory practices

Annex VII legislation framework for IMs to coordinate infrastructure works

International Contingency Plan Handbook (Rastatt follow-up) – IM Handbook to support intal. rail freight services

Noise Differentiated Track Access Charges – Scheme adapted for private RUs

Driver Language simplification – pilot tests can start!

Track Access Charges – Pressure to keep charges competitive & cost efficient

Liability for damage caused by wagons – Solution maintained at GCU level that limits overall cost for the rail sector

Rotterdam RFC Declaration – voluntary rail sector initiative to improve the business environment for rail freight

ERTMS –Focus on quality & business case for RUs

Rail freight noise – solutions to mitigate rail noise without jeopardising rail freight competitiveness

DG Competition investigations into the rail sector to enforce market opening

Development of a **common portal for rail facilities**

4th Rail Package market conditions – Chinese walls between IM and RU

RU Dialogue to facilitate communication between RUs and European Commission

ERFA priorities:



- ERFA wants to promote **rail transport as first and viable choice** for customers, in line with EU's modal shift goal
- A **business friendly environment** and greater **customer-orientation** is key to rail's development



Create a level playing field rail vs road



Remove remaining market access barriers



Reduce the cost of rail



Improve the quality and performance of rail services



New European Parliament and EU Transport Commissioner in mid late 2019 → TIME TO BE READY!



ERFA priorities for the next European Commission and Parliament:

Define and agree on top 3 ERFA issues

9:30 – 11:00



What are the top 3 issues to address at EU level?



5th Railway Package?



Unbundling: full separation between IM and RU operations



Revision of the Rail Freight Corridors?



empower RFCs with traffic management; priority for rail freight; market-oriented KPIs



EU rail freight Master Plan?



National measures to support modal shift: TAC reductions; investment in P400, support for longer trains



Language simplification?



Push for lowering B1 level + 2nd operational language



Track access charges?



IM cost efficiency; application of mark-ups; TACs transparency ; charges that apply to international rail services



Performance schemes?



How to incentivise IMs to minimise delays/disruptions?



Implementation?



How to ensure existing market and competition rules are applied?



Digitalisation?



Digitalisation of RINF; Providing ETA to customer



Supporting modal shift objectives:

How can simplifying driver language requirements help?

11:00 – 12:30

- Elisabeth WERNER, Director Land Transport, European Commission
- Diego Martinez FERNANDEZ, Communication Manager, SEMAF
- Wouter MALFAIT, Project Officer, ERA
- François COART, Strategy Director, Europorte



Simplification of language requirements



The actual language requirements NOT adapted to the railway world creating a negative impact on performance, reliability and costs



1 SWISS MODEL
A1+
+ → 700
expressions



2 Glossary of key
commands for
signallers and drivers.
+ visual materials in
the cabin

3 Automatic translators
supported by a data
base with the most
relevant expressions



FLEXIBILITY



COSTS

WE WANT > drivers, NOT less!!



Developing specific terms and vocabulary for train drivers and being open to new technologies is the way forward

LET'S START WITH
THE PILOTS ASAP!



AND NOW...



TIME FOR LUNCH!!

12:30 – 13:30



4th Railway Package, Technical Pillar:

June 2019 is the start date: are you ready?

13:30 – 15:00

- Keir FITCH, Head of Unit Rail Safety and Interoperability, European Commission
- Simon D'ALBERTANSON, Project Officer, ERA





One year after Rastatt: Is the system more resilient?



15:00 – 16:30

- **Wolfgang GROSS, Netzwerk Europäischer Eisenbahnen/ERFA**
- **Christiane TRAMPISCH, National Expert, European Commission**
- **Maciej GLADYGA, Office Director, IGTL**
- **Giancarlo DE MARCO, Senior Freight Advisor, UIC**

One year after Rastatt



The Rastatt disruption showed the vulnerability of the rail sector

WHAT STEP FORWARDS WERE TAKEN?

Commitment of IMs to tackle main challenges facing international rail freight

IMs and Rus worked together to develop an international contingency Handbook

Designing structures and processes to deal with large-scale disruptions

- Deliverance day= for start of 2019 TT
- EC to revise the ICM HB in 2019
- Lots also that IMs did not commit to within the Handbook



- ✓ English as 2nd language of communication
- ✓ Rerouting alternatives
- ✓ Leadership
- ✓ Quick reaction and mitigation
- ✓ Transparency on which trains get priority



What still needs to be done?
RUs own contingency plans, what should be included?
What not?

KEY POINT: The terrible Rastatt disruption could have happened anywhere!!



PROGRESS REPORT:

**RU Dialogue “Legislation/Implementation/Soft Measures Subgroup”
Coordination of infrastructure works (Annex VII)**

Maciej Gladyga, ERFA board member and Office Director IGTL

BACKGROUND



- A chain is only as strong as its weakest link
- Rastatt proved the above to be true – unfortunately **railway system is to blame**
- A need for **effective international coordination** and **real involvement** of customers
- Proper organisation of planned line **closures/restrictions** is a good basis for **better management** when there are unplanned disturbances.
- Aim of **Annex VII legislation** = **improve international coordination of infrastructure works**

WHAT DO WE LIKE ABOUT ANNEX VII?



- ✓ **IM Coordination work** – Infrastructure managers, including those impacted by the rerouting of trains, are obliged to coordinate amongst themselves capacity restrictions
- ✓ **Better understanding of user needs** – Railway undertakings and service facilities have a right, subject to invitation from the infrastructure managers, to be involved in the coordination work for international rail services.
- ✓ **Information to users** – The planned day, time of day, the section of lines affected and the capacity of diversionary lines shall be provided to users far in advance
- ✓ **Planning that minimizes rail disruptions:**
 - For major capacity restrictions infrastructure Managers are obliged to set up a coordination platform, together with users and service facilities to prepare timetables, including the provision of diversionary routes.
 - For the most disruptive capacity restrictions at least 2 alternatives of capacity restrictions shall be offered to users, indicating the duration of the disruption and available capacity on diversionary lines.

RELEVANCE TO RASTATT?



The processes and structures only apply to planned disruptions

BUT



They improve **coordination** among IMs



Puts in place **structures and processes** for dealing with construction works that impact international services



Creates **improved understanding** about the RU **needs** forcing IMs to think about RU capacity availability on diversionary lines

All useful for unplanned disruptions!

WHERE ARE WE NOW:



ERFA Chair, Gladyga Maciej has chaired 3 subgroup meetings

RU subgroup has joined the RNE Taskforce developing Guidelines for Annex VII implementation:



- **Collaborative** approach
- **Directly influencing** IM implementation



- Guidelines are **voluntary**
- IMs **do not need to take on board** RU input



Main points of discussion!

- **TCR definition**
- **Involvement** of applicants/Rus
- **Information** provision to the market

WHAT NEXT?



ERFA RU subgroup to reconvene in the New Year to produce RU recommendations:

- What **best practice** can we promote?
- What is **missing** from the RNE Guidelines?
- How can **IMs and RUs work together** to put pressure on National Ministries to **better support rail**?

ERFA strives to create an improved framework for IM management and planning of planned disruptions, which we also believe will support international rail freight services in the event of unplanned disruptions, such as Rastatt!

RNE GUIDELINES – Task Force



Timeline of activities

| | Before X-24 | X-24 | X-23 | X-22 | X-21 | X-20 | X-19 | X-18 | X-17 | X-16 | X-15 | X-14 | X-13 | X-12 | X-11 | X-10 | X-9 | X-8 | X-7 | X-6 | X-5 | X-4 | |
|--------------------|---|-------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Major impact TCRs | Preliminary consultation of applicants Coordination with neighboring IMs Requests from applicants | First publication of TCRs | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination | Finalization of provision of alternatives; consultation and coordination |
| High impact TCRs | Coordination finalized | | | | | | | | | | | | | | | | | | | | | | |
| Medium impact TCRs | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination | Consultation and coordination |
| Minor impact TCRs | | | | | | | | | | | | | | | | | | | | | | | |

RU contingency plans are an essential element of an RU's risk management and business strategy

Enhanced RU risk management strategies

How to optimise rerouting options?

- Additional **investments** to diversify e.g rolling stock deployable on alternative routes, etc...
- **Cooperation agreements** with RUs that entail support being provided in case of international disruption

How to ensure **fast reaction times**?

- **RU Taskforce**
- **RAG spokesperson coordination**
- Processes to **support reallocation** of capacity by the IM

- **What other measures??**
- **Centralisation of RU resources?**
- **Development of catalogue of mitigation measures?**
- **Other?**

GOAL: To maximise trade flows + maintain customer confidence in rail during a large-scale disruption

