



Improving the performance of rail freight

**Platform of Rail Infrastructure Managers in Europe – RU Dialogue
Joint Plenary Meeting**

Clemens Först, Rail Cargo Group

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SITUATION



We are facing a critical challenge on a global scale. To battle climate change, the EU Green Deal aims to make Europe the first carbon neutral continent by 2050.

**TO GET THERE, EUROPE HAS TO LOWER ITS CO₂ EMISSIONS
40-50% BY 2030.**

COMPLICATIONS



Freight transport is responsible for 10% of those emissions. They are mainly produced by trucks, as 75% of cargo transport is currently carried out by road. Apart from the clear negative impact on our climate, this also congests our roads, increases road safety risks and occupies further stretches of countryside.

With the transport sector expected to grow another 30% by 2030,

HOW CAN WE PREVENT THIS SITUATION FROM GETTING WORSE?

SOLUTION



WE NEED MORE RAIL FREIGHT.

Rail is 6 times more energy efficient, emits 9 times less CO₂ and reduces the number of road casualties significantly.



30% RAIL FREIGHT MODAL SHARE BY 2030

RAILWAY UNDER-TAKINGS (RU)

offer superior innovative products that seamlessly integrate into customer value chains

INFRASTRUCTURE MANAGERS (IM)

need to provide sufficient capacity and services that make running international trains “as easy as trucks”

AUTHORITIES

need to provide a level playing field for rail.

RFF 1.0 – FIELDS OF ACTION



30% RAIL FREIGHT MODAL SHARE BY 2030

- Xborder language
- Unified Braking Scheme
- Strengthening RU business in the Rail Freight Corridor (RFC) debate
- Noah's Train

RFF 2.0 – ENABLING THE GREEN DEAL



DIGITAL
AUTOMATIC
COUPLING
(DAC)

Automatic coupling and decoupling of wagons increases efficiency, safety and capacity of the entire system.



DIGITAL
PLATFORMS
(DP)

Operational data exchange across EU transport area to enable seamless transport and new competitive products.



DIGITAL
CAPACITY
MANAGEMENT
(DCM)

Standardized and interoperable capacity planning with reserved slots for freight and transparency on available capacity.



EUROPEAN RAIL
TRAFFIC
MANAGEMENT
SYSTEM
(ERTMS)

A single European train protection system facilitating safe and interoperable rail operations in Europe.

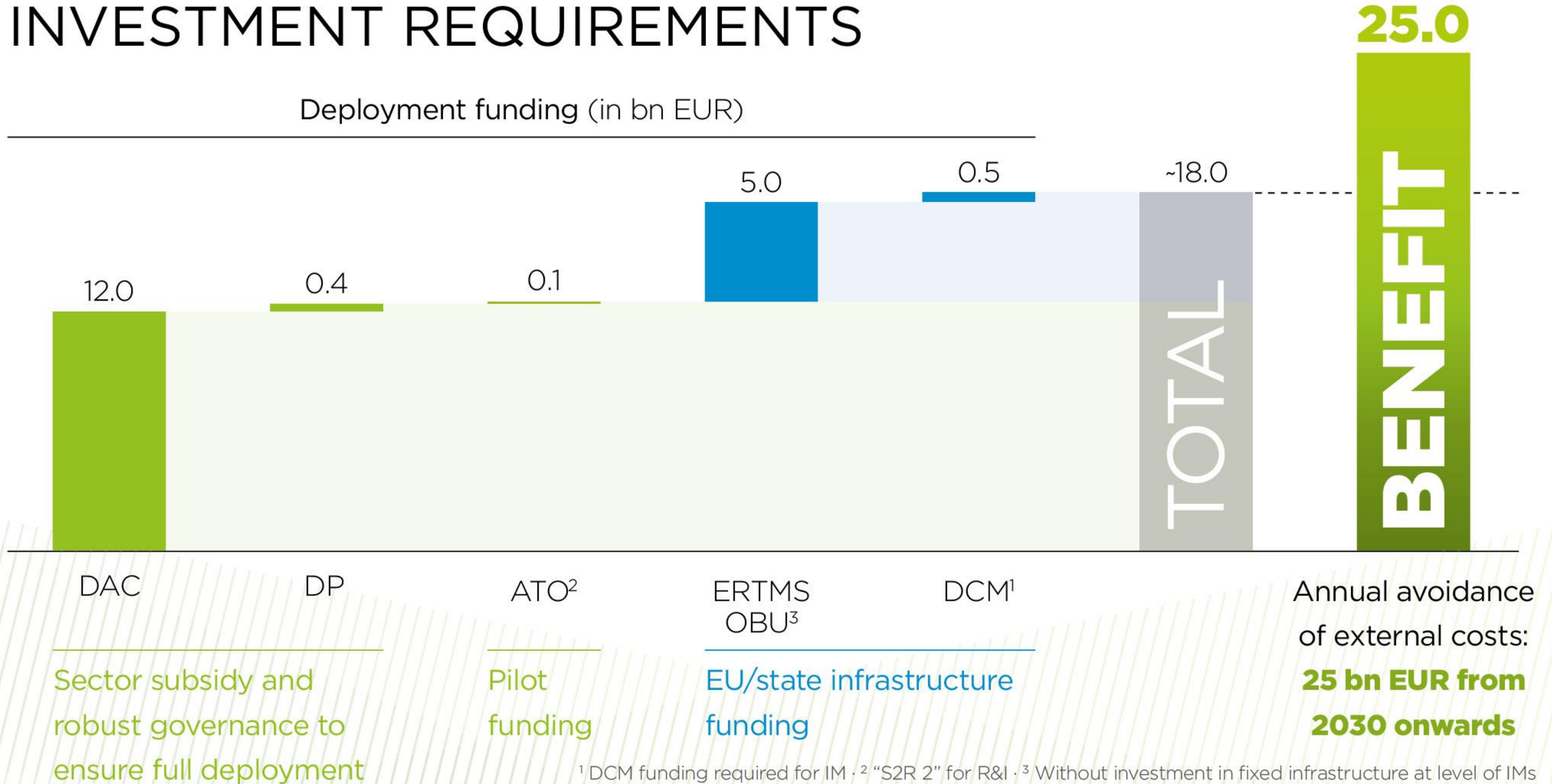


AUTONOMOUS
TRAIN
OPERATION
(ATO)

Automatic train operation for long-haul trains and autonomous movements in terminals and shunting yards.

INVESTMENT REQUIREMENTS

Deployment funding (in bn EUR)



CONCLUSION



A one-time investment of € 18 bn over the next 10 years to enable the MODAL SHIFT will save € 25 bn in costs to society and avoid 25 m tonnes of CO₂ emissions every year thereafter. And improve life in Europe significantly - **EVERY DAY!**

18BN / **25BN**

AREAS OF ONGOING COOPERATION




- **RAIL FREIGHT CORRIDORS**
- **SIMPLIFICATION OF NATIONAL RULES**
- **DRIVERS LANGUAGE**
- **UNIFIED BRAKING SCHEMES**
- **TSI REVISIONS**

AREAS OF POSSIBLE COOPERATION



Freight RUs especially underline the potential for mutual benefits that will arise in the field of:

- **DIGITAL AUTOMATIC COUPLING (DAC)** providing train integrity data,
- **ERTMS (LEVEL 3)** for capacity increase
- **AUTOMATED TRAINS OPERATIONS (ATO)** to allow efficiency gains,
- **DIGITAL CAPACITY MANAGEMENT (TIMETABLE REDESIGN - TTR)** for higher capacity for which they would welcome cooperation of IMs.



**30BY
2030**
**#MODAL
SHIFT**
**FOR A BETTER
LIFE IN EUROPE
EVERY DAY!**