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## Strategic discussion



# TRAFIKVERKET

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## *Efficient and innovative infrastructure management i. e. doing more for less funding*

- The trend is clear
  - More funding is needed to maintain and develop the networks
  - The European institutions are doing their outmost, constantly being approached by almost every stakeholder
  - Member states have a pivotal role, struggling with their budgets, also doing their outmost
  - We all look for innovative funding from all kinds of financial sources
  - ...

## *Efficient and innovative infrastructure management i. e. doing more for less funding*

However, the trend is also that we as Infrastructure managers have to contribute by finding new innovative ways of managing the networks

- Can we find new more efficient and innovative ways of maintenance?
- Do we have the long term strategies in place?
- Are we clear about the cost-drivers in relation to the ratio of availability of the networks?
- How could we make use of more of “off-the-shelf” technologies in order to avoid the many times higher costs for rail specific equipment?
- ....

## *Efficient and innovative infrastructure management i. e. doing more for less funding*

- I do think that this is not only for experts to discuss. We as CEOs need to understand and foster things properly; to give the right push forward
- A few examples of what I support and foster in Trafikverket:
  - New National-wide traffic management IT-system [for Traffic control centres]
  - New interactive tools and database for tracking down and analysing the status of our assets
  - Introducing long term maintenance planning and strategies; using innovative procurement and new technology
  - New innovative solutions e.g. electric highways.

# *Stretching the use of availability capacity*

- The trend is clear
  - In relations where rail gets more and more attractive the available capacity is getting more and more scarce
  - Finding the optimal use of the networks is cumbersome
  - Sometimes we are lost in regulations and details that makes this hard to govern efficiently
- Do we as CEOs have the right tools?
  - Will ERTMS help us out?
  - Do we have a high-level understanding of the needs?
  - Do we have the best strategies in place?
  - Do we ...

## *Stretching the use of availability capacity*

- We as CEOs need to understand and foster things properly; to give the right push forward
- A few examples of what I support and foster in Trafikverket:
  - New client oriented capacity allocation
  - More flexible timetabling
  - Using the four-tier principle for allocating resources to increase capacity faster at bottlenecks, by taking the whole of the transport system into consideration
  - Working with the end users to avoid empty transports. We are currently discussing with a steel company and a mining company to co-ordinate their transport needs resulting in much better use of capacity by avoiding empty freight transportation

## *Policy expectations*

- The role of the rail network in the overall transport network
- Co-operation among all transport modes
- The use of the four-tier approach in multimodal network planning
- Enhanced and innovative automation in rail and seamless transportation for the end users
- The progressive role of the future Infrastructure Manager, enabling us to become the market catalyst needed for thinking ahead

