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## Rail Freight Corridor Rhine - Alpine

Media Journey 2014, 17<sup>th</sup> September 2014

Hansruedi Kaeser

# Most important topics on the Rail Freight Corridor



- **Rail Freight Corridor «Rhine-Alpine» – Facts and Figures**
- **ETCS on the Corridor – Goal and Milestones**
- **Path Offer, Ordering and Allocation – Corridor One Stop Shop**
- **Coordination of Works – Keep the Capacity**
- **Performance Management – Quality is the Goal**

# Most important topics on the Rail Freight Corridor

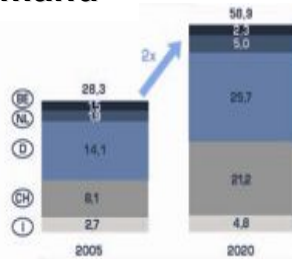


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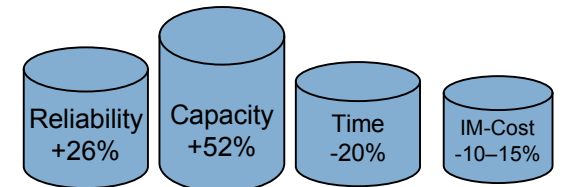
# The Corridor Rhine - Alpine runs through the industrial heart of Europe

## Demand

Expected growth of rail freight on the corridor 2005 – 2020 (without Belgium)



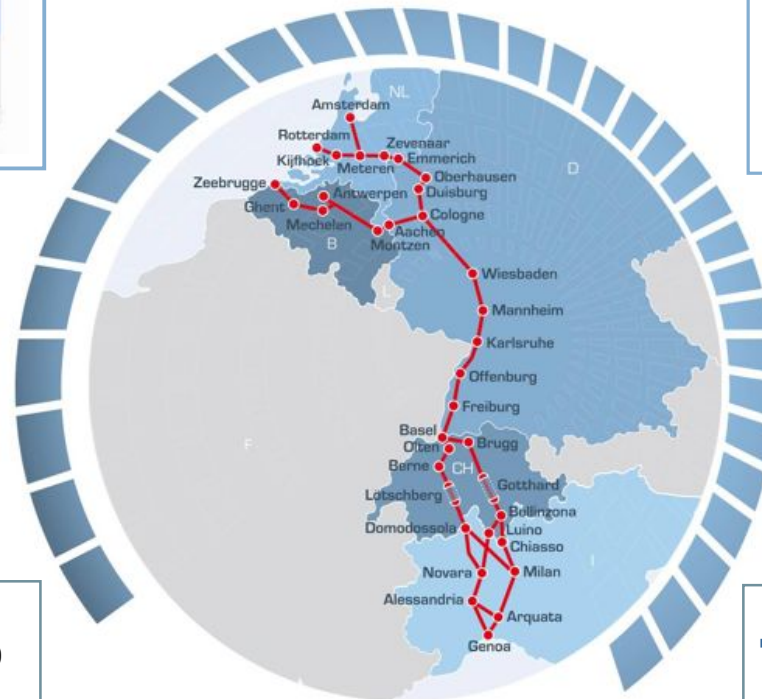
## Achievements expected



2030 Break Even External Cost vs. Investments



**2013: Go life**  
Regulation 913/2010



## Infrastructure scope

- Zeebrugge-Genoa: 1,500 km
- Total of corridor lines: 3900 km
- Thereof principal lines: 2,400 km
- Connecting A lines: 880 km
- Diversionary lines: 620 km
- 6 sea ports, > 10 inland ports

- 100 main terminal facilities

## Traffic volume

- International number of freight trains in 2013:
  - 25,500 at Emmerich
  - 46,955 at Basel
  - 21,282 at Domodossola
  - 15,139 at Chiasso
  - 10,265 at Luino
- ∅ 22h transport time (end to end)

# Three corridor motivations led to challenging objectives

## Motivation

Shift traffic from road to rail

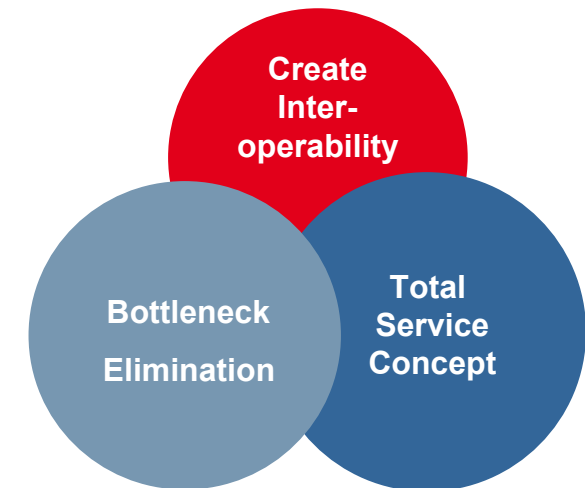
Meet market requirements

Improve European rail freight services

## Objectives

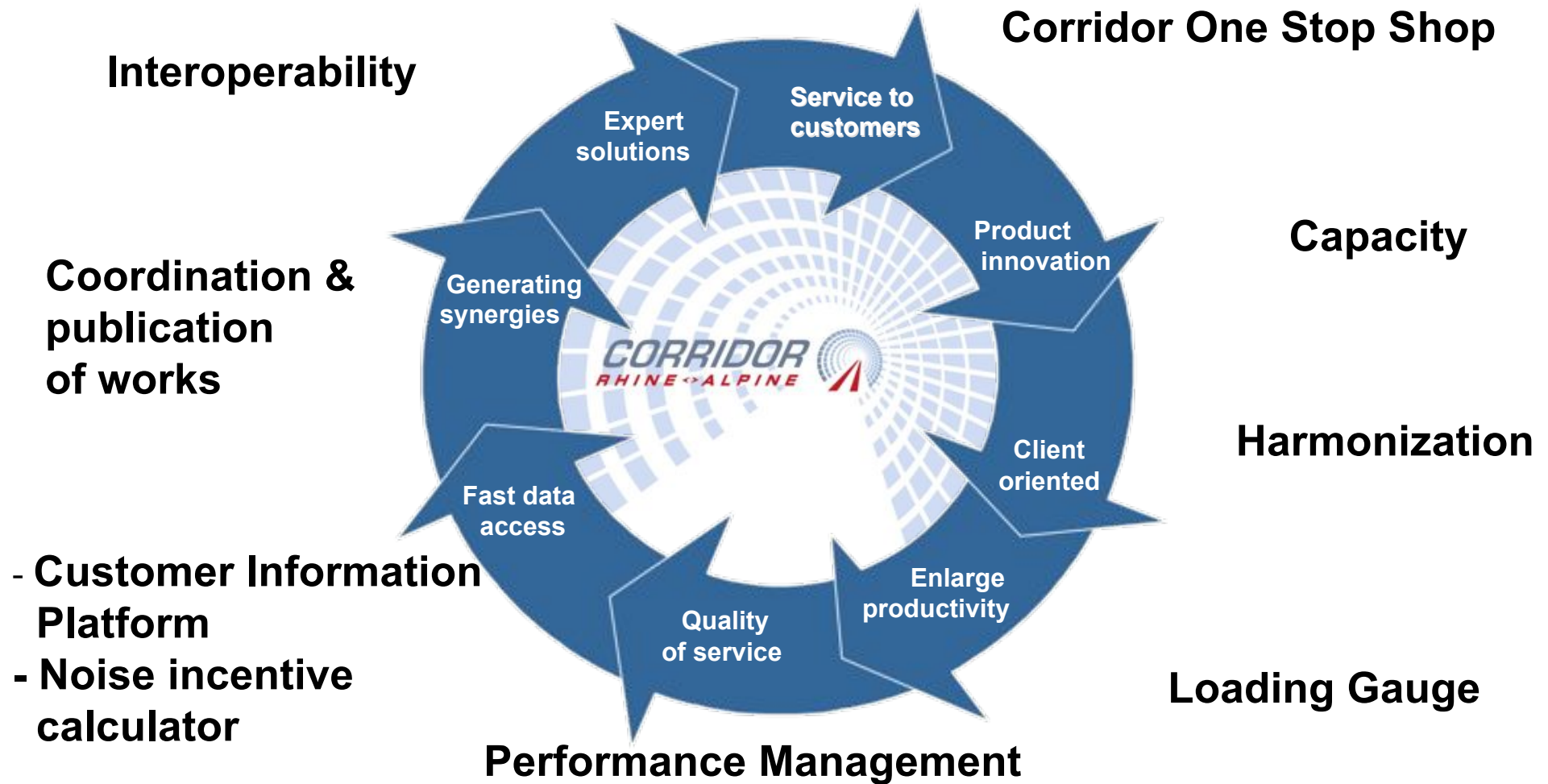
- + 30% Reliability
- + 30% Capacity
- 30% Transport time
- 30% Cost

## Strategic Directions



The objectives need the consequent implementation of the threefold strategic directions

# What does RFC Rhine-Alpine now stand for?

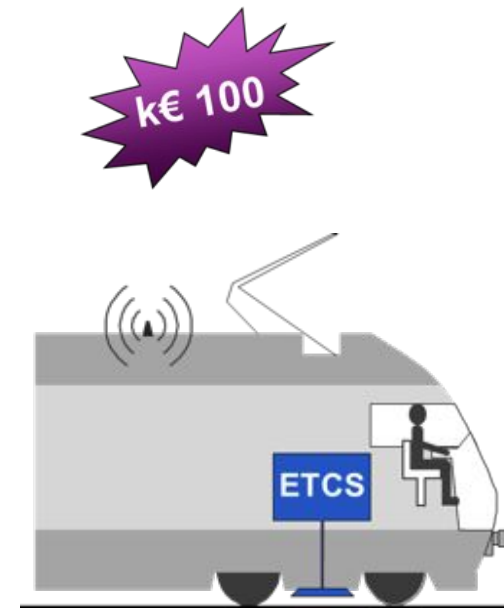
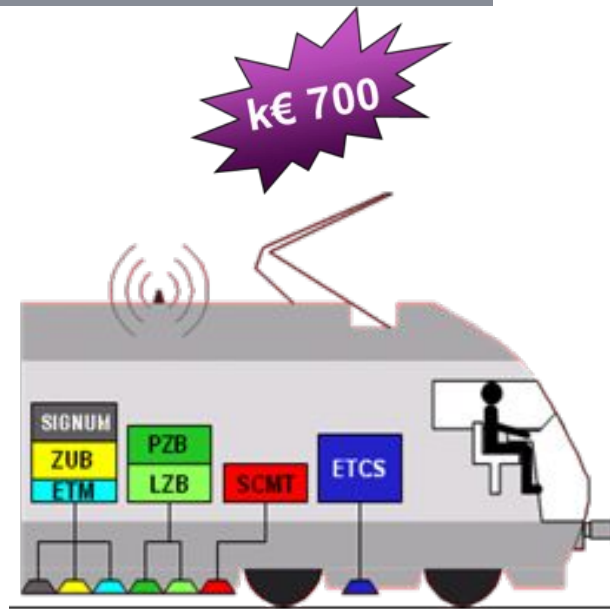


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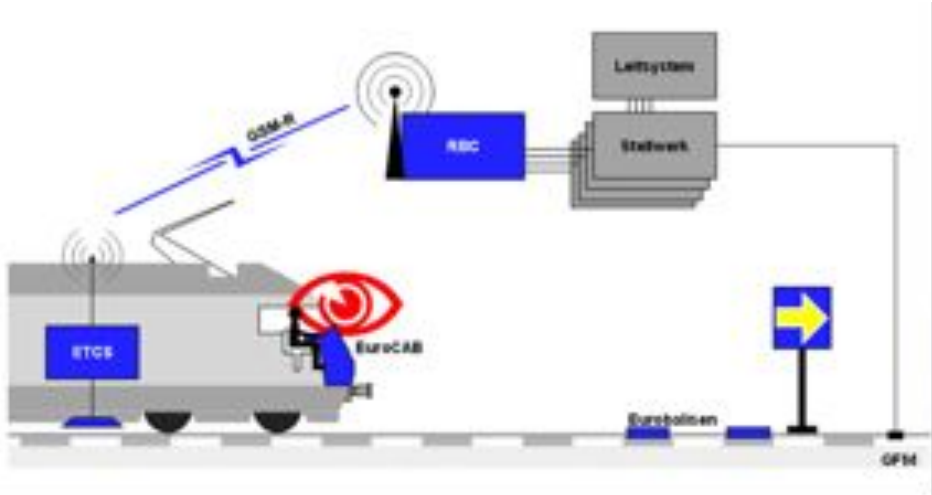
# Cost effectiveness and safety



- **Less investments**
- **More capacity**
- **Interoperability**
- **Allows faster border transition**
- **Less costs in maintenance and operation**

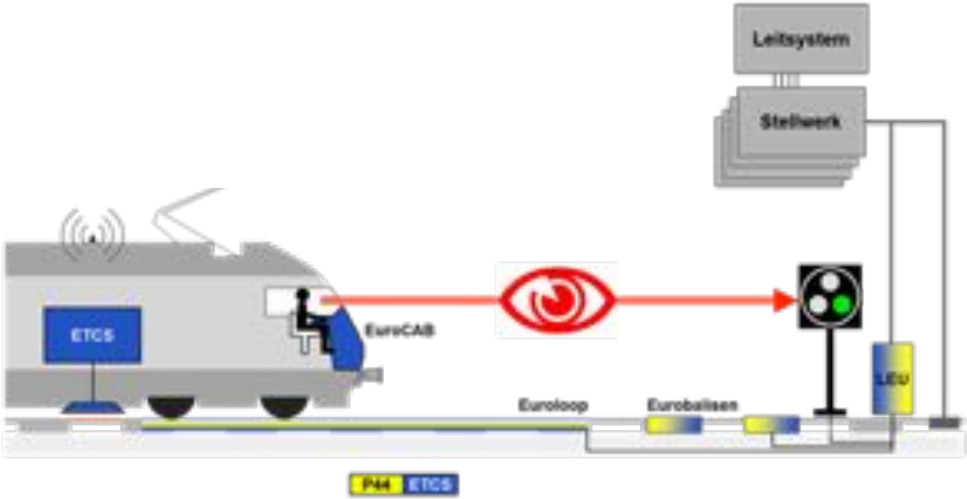


# How does ETCS work?



**ETCS Level 2**

**ETCS Level 1 Limited Supervision (L1 LS)**



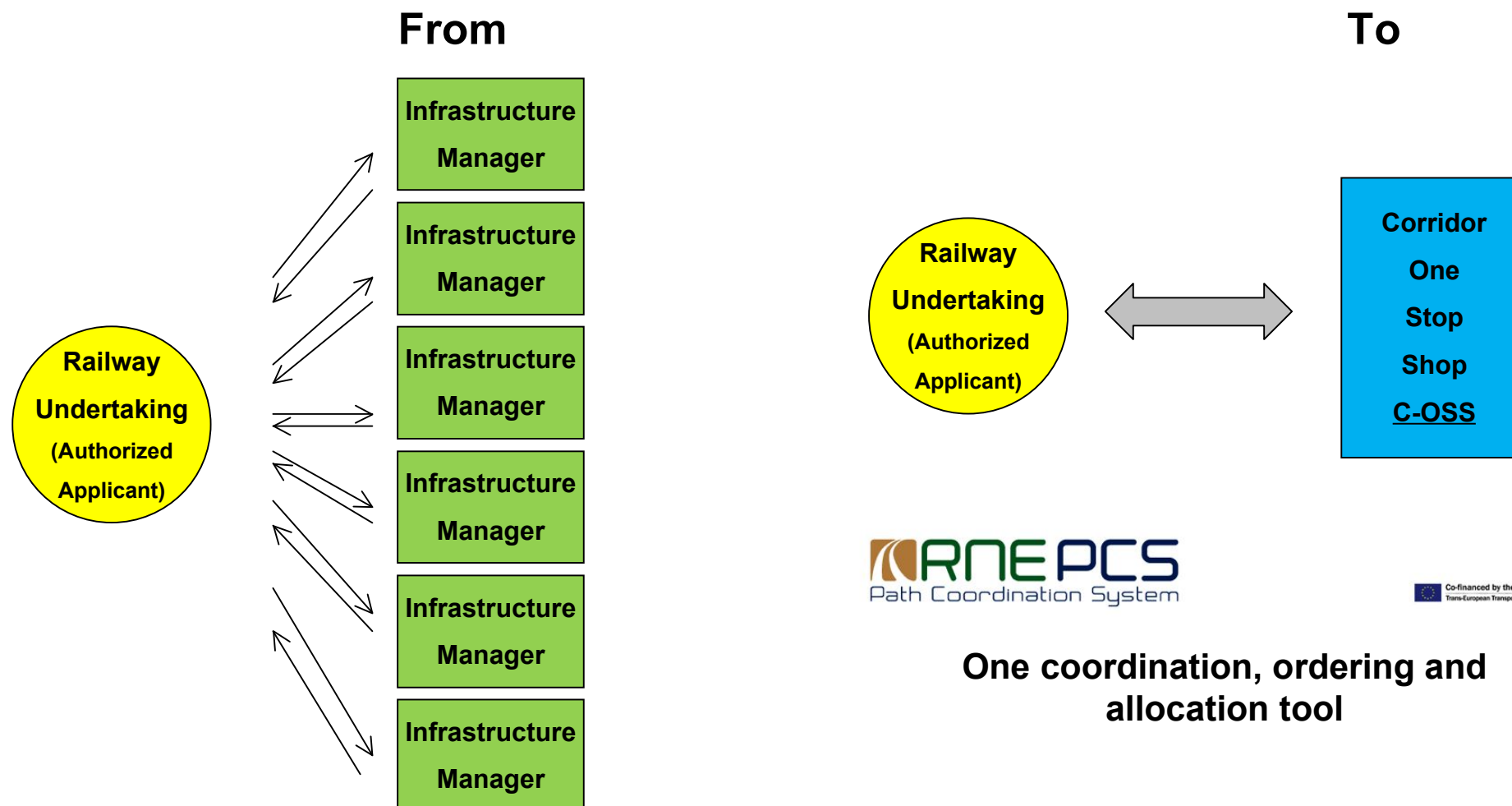


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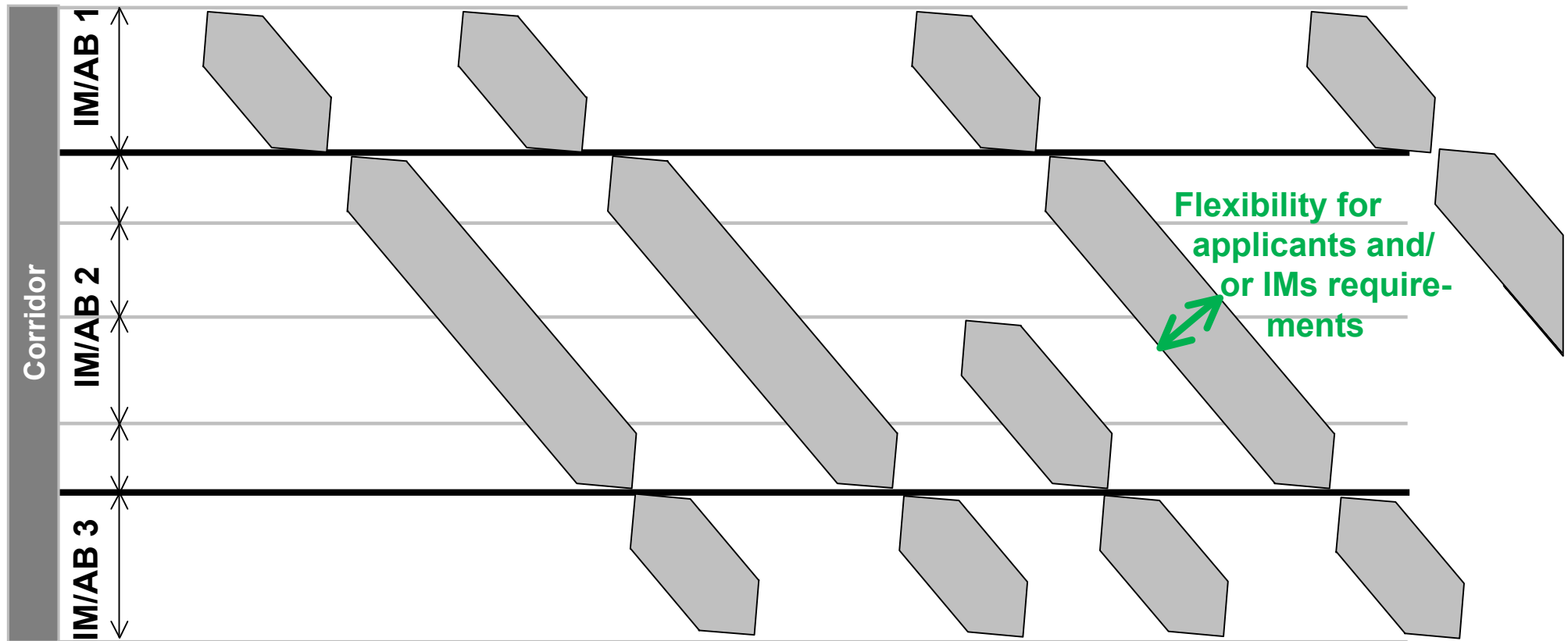
# Corridor One Stop Shop- single point of contact



Co-financed by the European Union  
Trans-European Transport Network (TEN-T)

**One coordination, ordering and allocation tool**

# Flexible Pre-arranged Paths



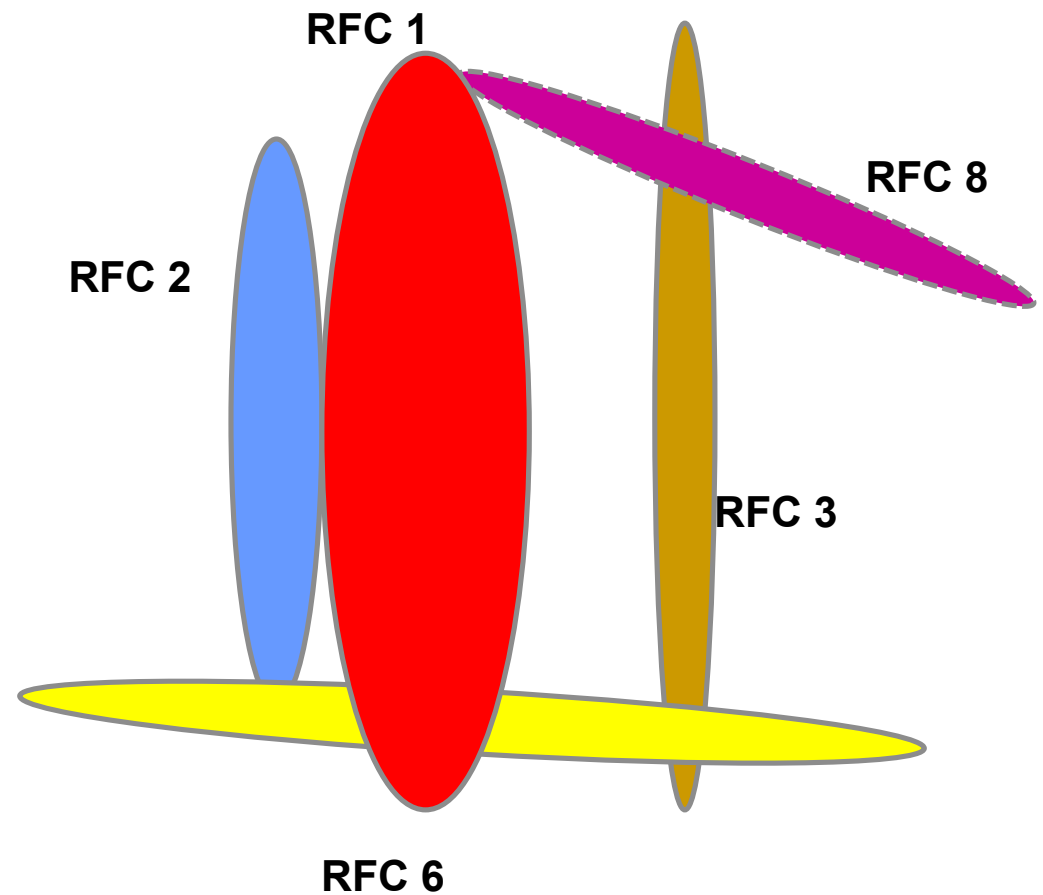
- Handover times at network borders are fix (and harmonised between IMs)
- Indication of standard journey times and parameters for each corridor section
- Maximum number of stops and total stopping time per section or for the entire network may be limited

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# Coordination of construction and maintenance work



# Coordination of construction and maintenance work



- Rail Freight Corridor wide coordination
- Respecting neighbouring Rail Freight Corridors
- Pre-arranged paths shall not be influenced
- Close involvement of Railway Undertakings
- Unique template for publication
- Publication on Rail Freight Corridor homepages
- Regularly updated

ID	Line	From	To	Year	Week	Period from	Period to	Duration	Time of Day	Reason
81	Novaia - Alexandria	Novaia	Novaia	2014	49	1-dec-14	30-nov-15	290'	N	Technological upgrade
82	Novaia - Alexandria	Novaia	Novaia	2014	49	1-dec-14	30-nov-15	230'	N	Technological upgrade
83	Novaia - Alexandria	Novaia	Novaia	2015	1	1-gem-15	30-gem-15	480'	N	Infrastructurel upgrade
84	Novaia - Alexandria	Novaia	Novaia	2015	9	5-mar-15	30-apr-15	480'	N	Tracks renewal
85	Novaia - Alexandria	Alexandria	Alexandria	2015	23	5-giu-15	31-ago-15	240'	N	Overhead lines maintenance
86	Novaia - Alexandria	Alexandria	Alexandria	2015	23	5-giu-15	31-ago-15	120'	N	Overhead lines maintenance
87	Novaia - Alexandria	Alexandria	Alexandria	2015	23	5-giu-15	31-ago-15	240'	N	Overhead lines maintenance
88	Novaia - Alexandria	Alexandria	Alexandria	2015	23	5-giu-15	31-ago-15	120'	N	Overhead lines maintenance
89	Novaia - Alexandria	Alexandria	Alexandria	2015	23	5-giu-15	31-ago-15	180'	N	Overhead lines maintenance
90	Novaia - Alexandria	Alexandria	Alexandria	2015	9	5-mar-15	30-nov-15	240'	N	Tracks renewal
91	Novaia - Alexandria	Valle Lomello	Valle Lomello	2015	38	2-set-15	31-ago-15	420'	DN	Transformation into stop station
92	Novaia - Alexandria	Valle Lomello	Valle Lomello	2015	38	2-set-15	31-ago-15	360'	D	Transformation into stop station



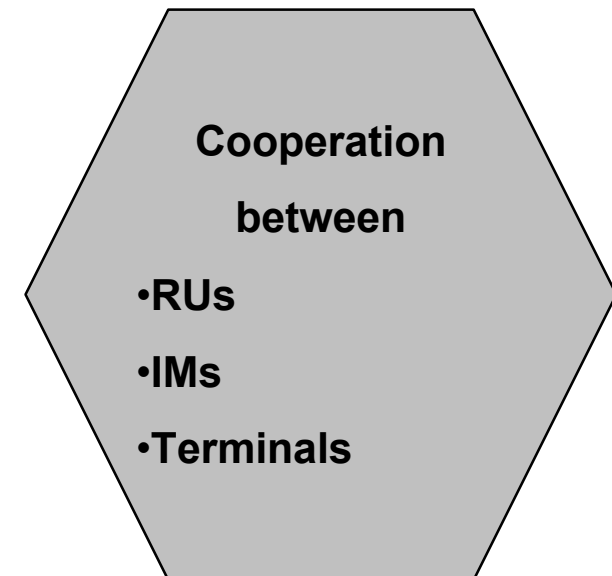
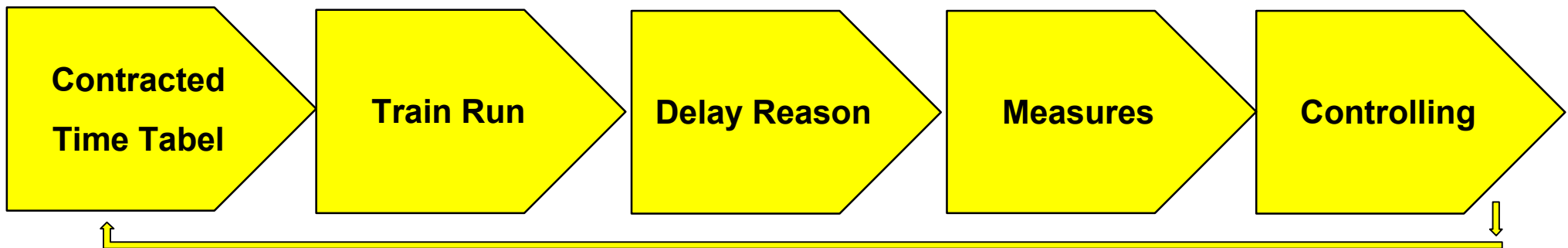
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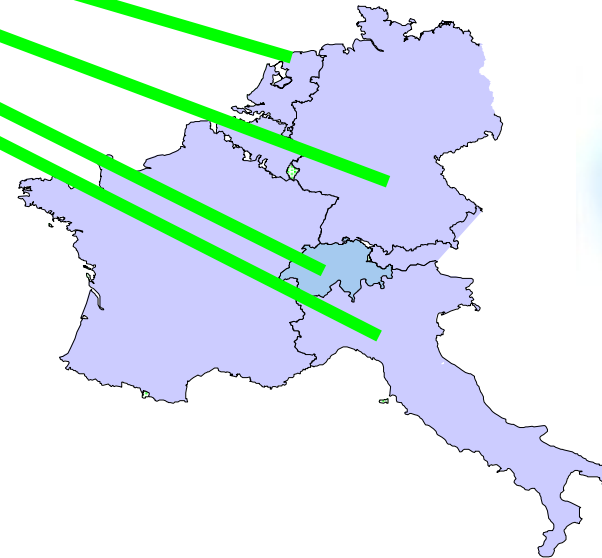
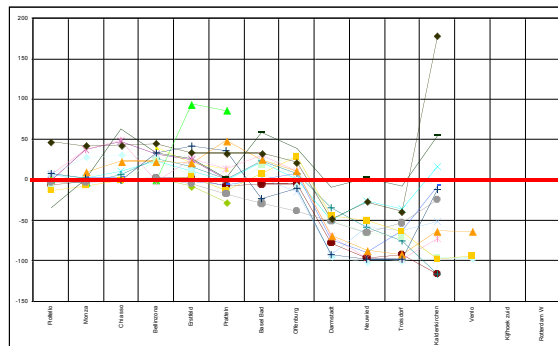
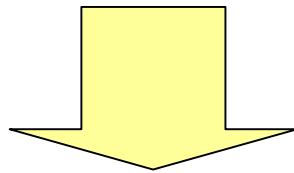
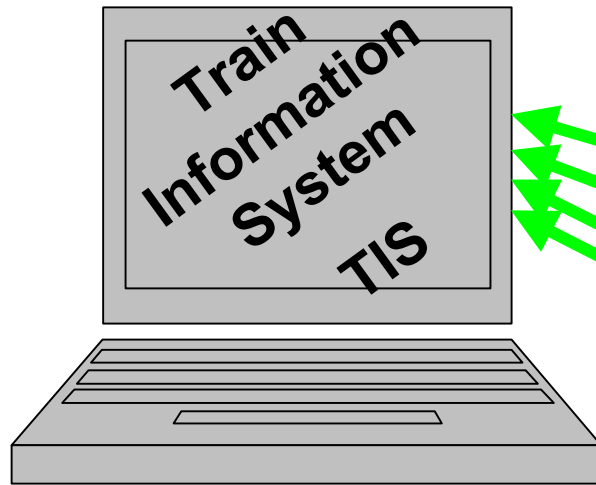
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# Performance Management

## Important steps of Performance Management



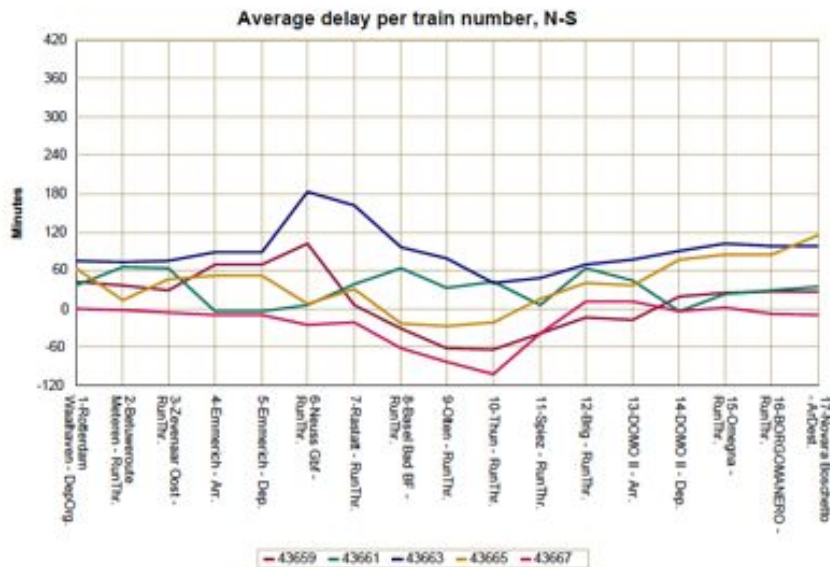
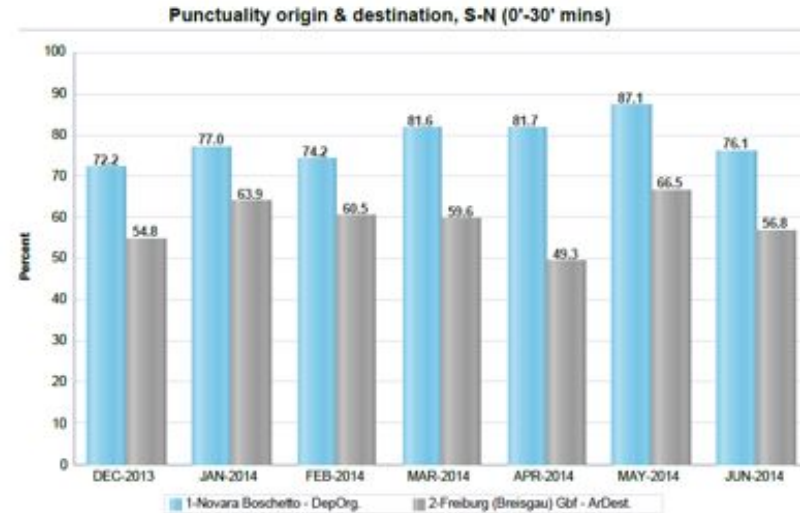
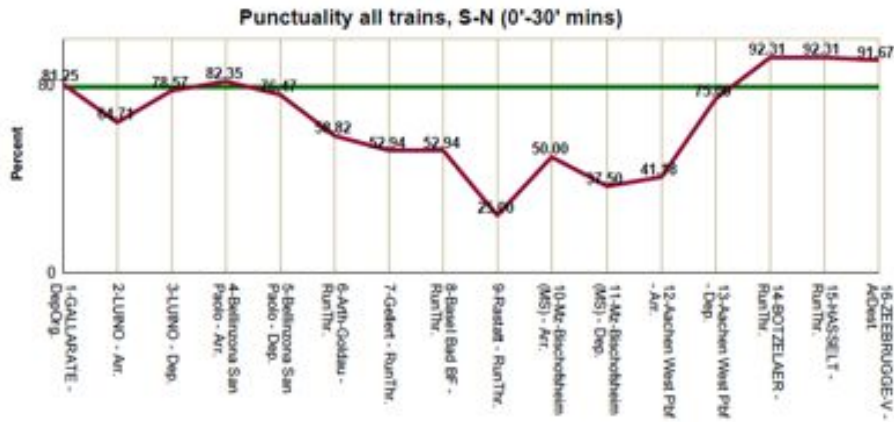
## Analysis of running times by TIS





- ❖ **Rotterdam – Novara**
- ❖ **Freiburg - Novara**
- ❖ **Köln – Gallarate**
- ❖ **Zeebrugge - Gallarate**

# Traffic Performance Management

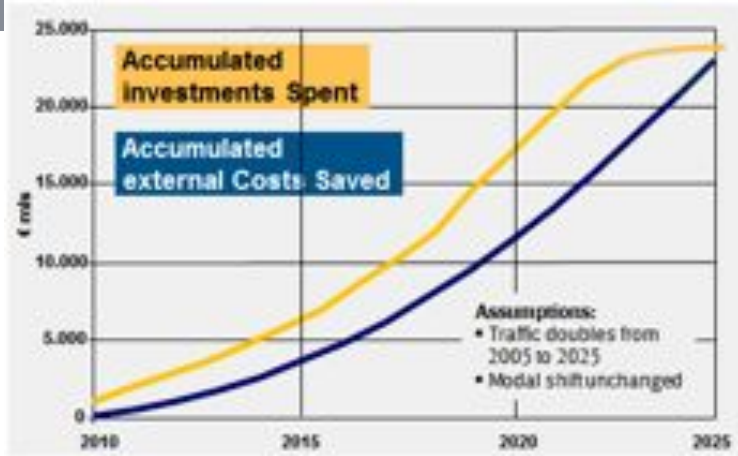


**Amount & distribution of responsibilities for delays reasons, N-S (Top 10)**

Sort Order	Delay Code (LUC)	Delay Code Name	Delay Responsible	Responsible IM at the point of occurrence	Sum of Delay Minutes	Number of Delay Msgs	Percent Delay SUM
1	91	Track occupation caused by the lateness of the same train	OTHER	DBNetz	948	207	14.92
2	50	Exceeding the stop time	RU	DBNetz	803	24	12.64
3	61	Formation of trains by Railway Undertaking	RU	RFI	632	16	9.95
4	60	Roster planning/re-rostering	RU	DBNetz	408	8	6.42
5	84	Delay caused by external reasons on the network	OTHER	RFI	298	3	4.69
6	63	Effects of weather and natural causes	OTHER	RFI	291	3	4.58
7	68	Staff	RU	RFI	245	107	3.86
8	90	Dangerous incidents, accidents and hazards	OTHER	DBNetz	226	1	3.56
9	71	Delay caused by previous RU	RU	RFI	203	4	3.20
10	51	Request of the RU	RU	DBNetz	190	5	2.99



# Europe's future relies on a green and competitive transport system providing highest quality



**That's the way  
to achieve our objectives**

# Questions



**Thank you very much.**

**Questions?**