



Official Global Rail Carrier



MILANO 2015

**10° Florence Rail Forum**  
*Rail freight in Europe: how improve capacity and usage of the network*

**The Development of Rail Freight Corridors**  
**Open points for the EU Policy**

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San Domenico di Fiesole

# Where do we stand?

- ❑ 2011 Transport White Paper sets the goal to shift 30% of road freight above 300 km to rail and waterborne by 2030
- ❑ Rail freight is fully liberalised since 2007
- ❑ Regulation (EU) 913/2010 established Rail Freight Corridors
- ❑ Directive 2012/34/EU (Recast 1RP, transposition 16.06.2015) is introducing new discipline for service facilities (including freight terminals, marshalling yards, maritime and inland port facilities)
- ❑ Connecting Europe Facility funds investments in rail infrastructure (including rail link with port facilities and terminals)

## However:

- ✓ rail freight is still losing market share in many Member States
- ✓ the large majority of freight operators are losing money or do not remunerate the capital

# Freight Corridor Regulation

- ❑ Regulation EU 913/2010 is working well
- ❑ Efficient governance: Executive Board, Management Board, Advisory Groups
- ❑ Executive Board has taken over ERTMS Corridor's EB tasks
- ❑ Man. Board (IMs) to consult applicant, plan investment, coordinate works, establish OSS
- ❑ Corridor 6 (MB RFI) results (1<sup>st</sup> year of activity, 10.11.2014):
  - ✓ Daily capacity made available: 140 trains
  - ✓ Daily capacity allocated: 60 trains (42%)
  - ✓ 8 active RUs

# Freight Corridor: open issues

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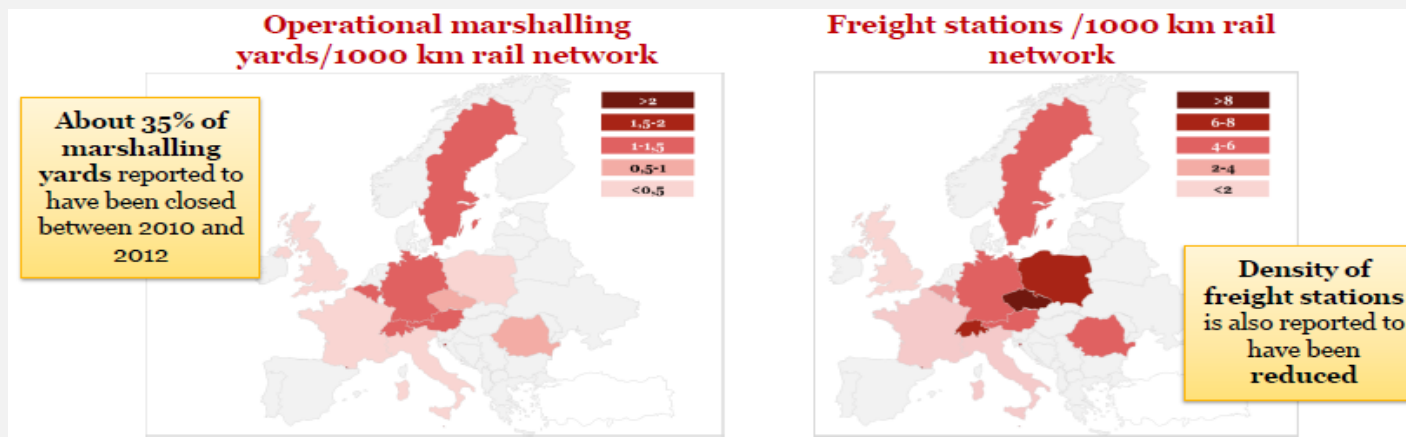
- ✓ **To harmonize signalling**
- ✓ **To integrate last mile infrastructure**
- Corridor Rail IMs
- Corridor SFO (terminal and port operators)
- Corridor RUs

**Coordination also  
with freight service  
facility operator**

# Open issue: Industry Systemic Approach

## Rightsizing of available freight service facilities

Source: Pwc



- ❑ New Recast Directive requiring organisational and decisional separation of the operator of service facilities (OSF) from the RUs risks to reduce the systemic view of the rail system also in the vertically integrated undertakings and to jeopardize a synergic approach

➤ **Investments** of OSF should be driven by a **strategic view** (decisional separation should apply only to the capacity allocation activity)

# Open issue: EFSI impact on rail infrastructure investments

- According to the 2011 Transport White Paper more than € 1.5 trillion will be needed in the 2010-2030 period to develop transport infrastructure to match demand
- However instead of boosting infrastructure investments **EC EFSI proposal cuts CEF envelope for grants**
- Of the first € 8 B taken out of UE budget for support EFSI, € 2.8 B come from the CEF transport (currently about 90% rail)
- EC EFSI proposal will transform € 2.8 B of grants in a guarantee to attract private loans (unlikely to rail infrastructures )
- The money transferred to the **EFSI is not ring-fenced for transport investments**
- **Rail sector supports EP position which deletes CEF cuts and indicates TEN-T as EFSI transport spending priorities**

# Open issue: TACs

- New Recast track access charging framework:
  - ✓ direct costs charging **higher for freight**
  - ✓ Noise differentiated TACs with bonus/malus is neutral for the IMs but **is not neutral for freight Rus**

- Member State should request the IMs to implement a **TACs reduction for freight traffic** (in a systemic view is also interest of the IMs)
- Member State should make a full use of the possibilities granted by the **Community guidelines on State aid for railway undertakings** (introducing aids for rail infrastructure use, reducing external costs and interoperability)
- **Intermodal policy approach**

# Open issue: Transport Policy

- ❑ Open competition is working only on the main international corridors
- ❑ Short liner and low profitable operations are crucial for support both main traffic and the modal shift

- Support **short liner** (last mile) **operations** through specific funding or as PSO
- **Support** freight traffic in specific Region in case of **market failure** through **PSO**
- Regulatory and Competition control to be coherent with transport policy