

How should national and EU rail market legislation evolve to safeguard better performance?

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Three recent snapshots from SBB.



Punctuality*

Passenger 87.8 %
Freight** 74.9 %

Train density

Trains per route
and day 158.1

* 3 minutes ** domestic



Punctuality* on the Gotthard line 2016

Passenger 82.0 %

Measures

Rolling stock, infra-structure, RFI/FSI.

* 3 minutes



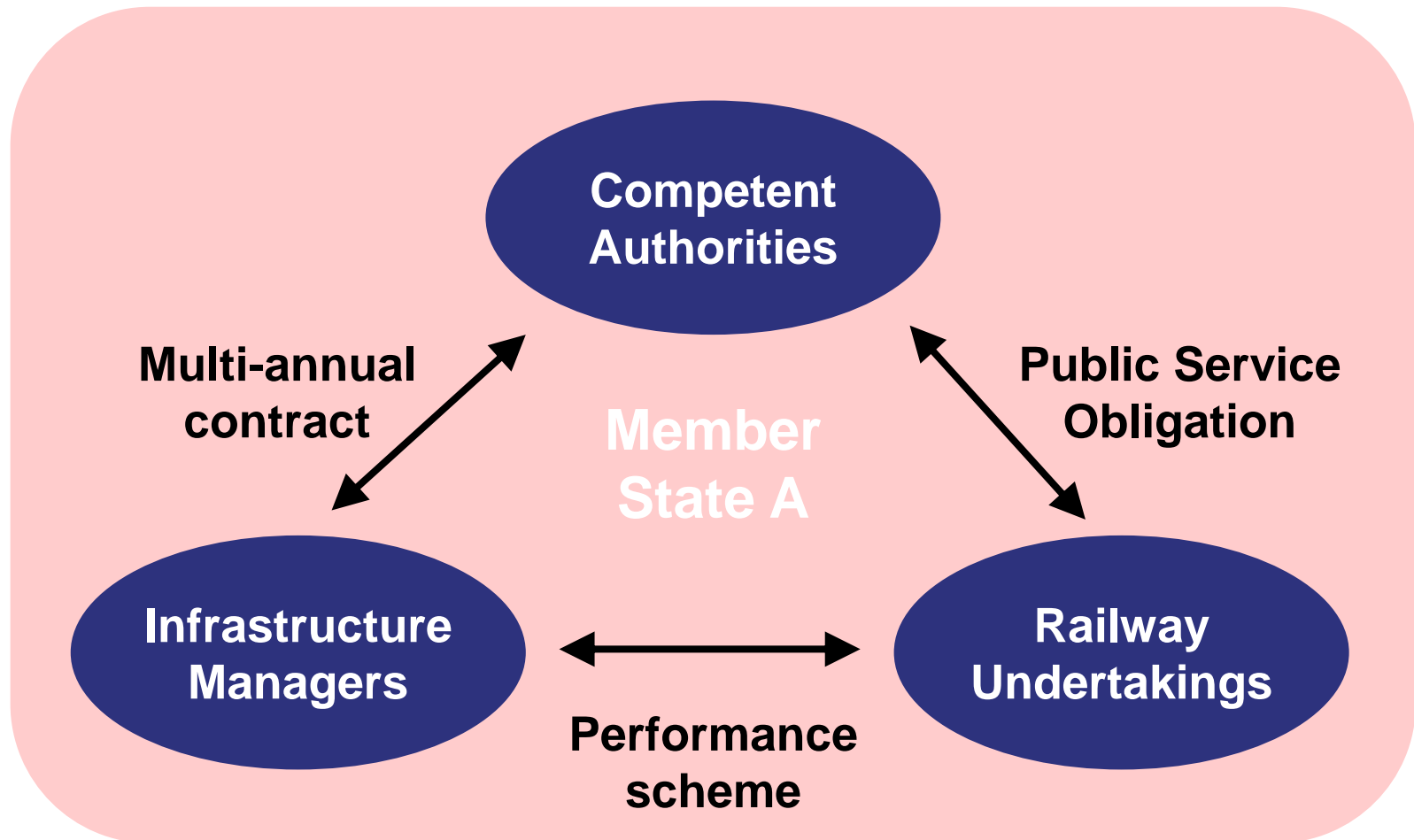
SBB Cargo INT

capacit^Y

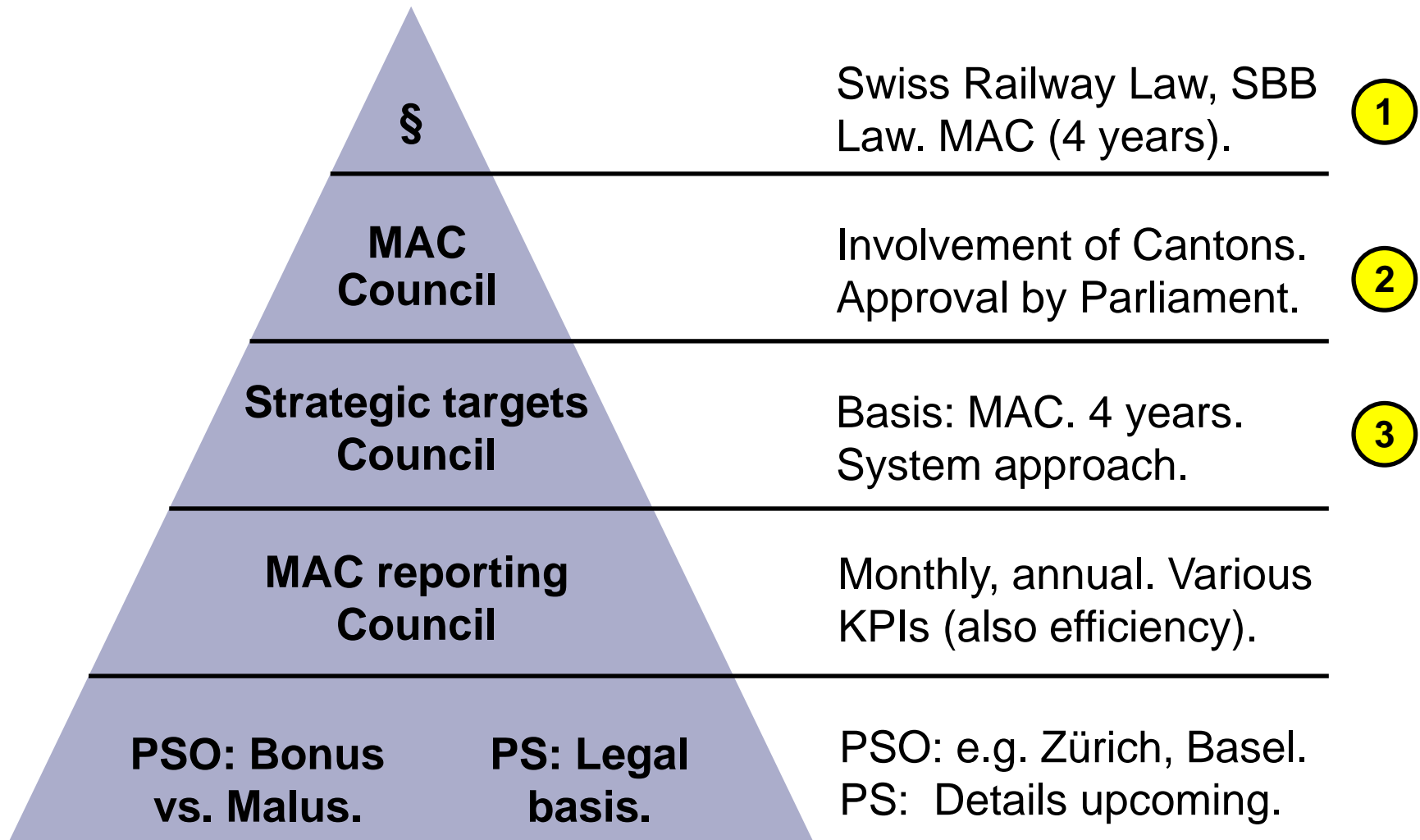
eas^Y

qualit^Y => more than **60'000 h** of delays (2015) on Rhine-Alpine-Corr.

Network of contractual relations to safeguard a better performance according to European law.

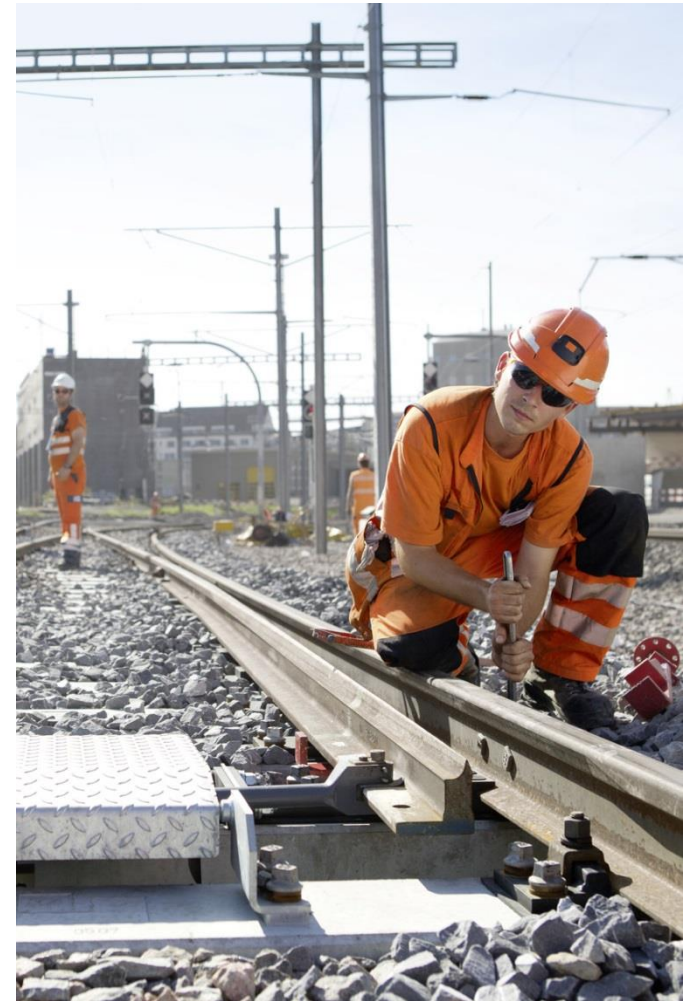


The Swiss approach to safeguard a better performance of SBB.

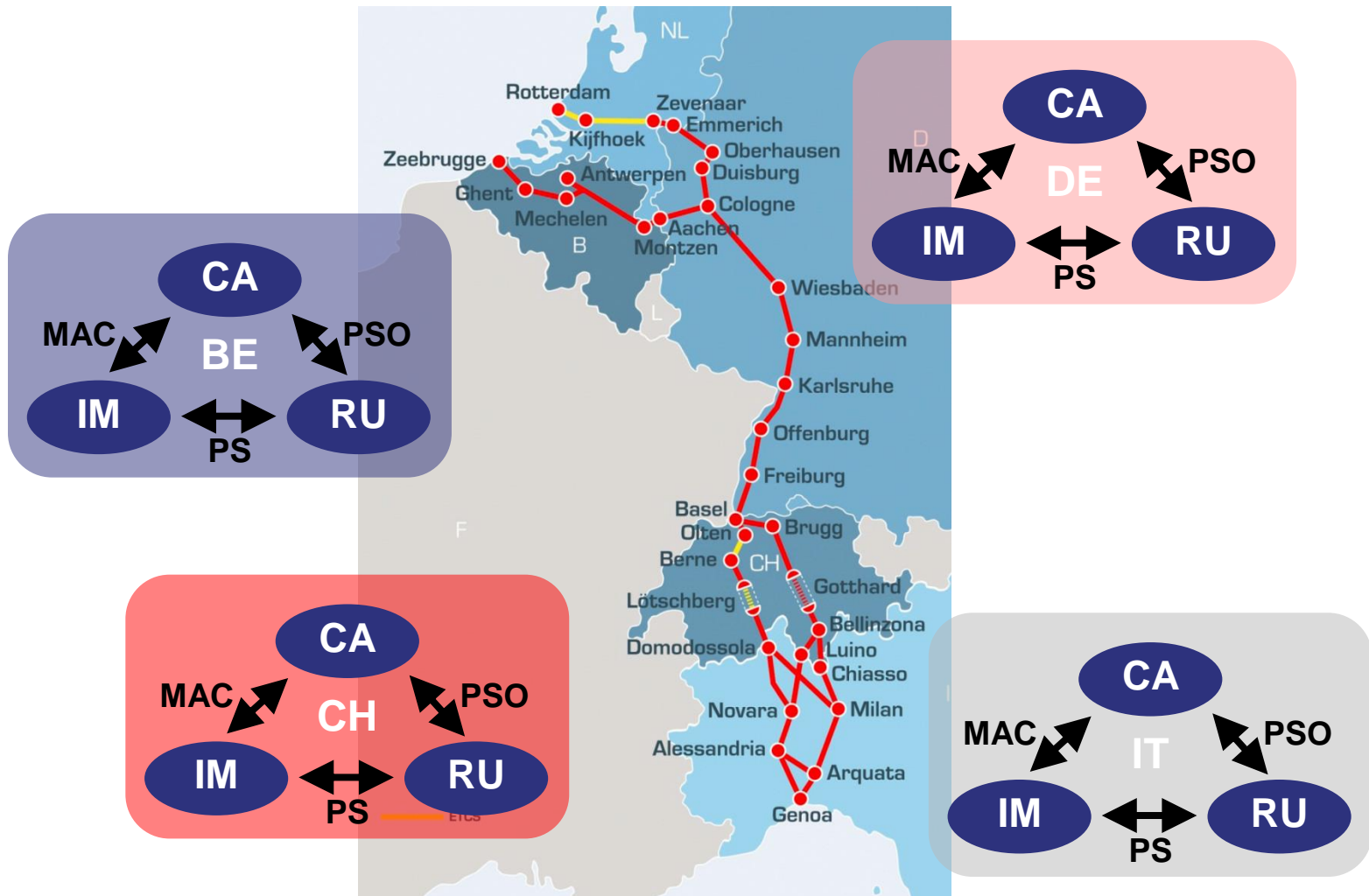


General ideas to evolve national and EU rail market legislation to safeguard better performance.

- New legal provisions only when really needed.
- Customer focus.
- Flexibility rather than one size fits all.
- System approach rather than fostering individual interests.
- Step by step rather than big bang.
- Long-term planning supported by underlying funding strategy.



How can the national networks of contractual relations be aligned with European and/or Corridor needs?



Possible examples for cross-border KPIs. Proposals from SBB Cargo INT.

- Availability of market oriented rail infrastructure
 - Normal train length (740 m) as a % of the whole corridor
 - Heavy paths (25 t) as a % of the whole corridor
 - Number and length of passing loops for temporary train stops
- Capacity
 - End-to-end journey time
 - Spare capacity for extra trains
 - Number of planned / unplanned stops
- Operations
 - End-to-end punctuality