

# ScanMed RFC | Brenner axis Task Force (TF)

Joint Coordination of Traffic and Capacity

20th Florence Rail Forum – The Governance of Rail Freight Corridors

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#### Tabelle 2: Entwicklung des Güterverkehrsaufkommens über den Brenner<sup>5</sup> in Mio. t und des Bahnanteils (2005 – 2016)

Jahr	Güterverkehrs- aufkommen Bahn in [Mio. t]	Güterverkehrs- aufkommen insgesamt in [Mio. t]	Anteil Bahn
2005	10,0	41,7	24%
2006	11,6	44,9	26%
2007	13,3	48,3	28%
2008	14,0	47,8	29%
2009	13,1	38,9	34%
2010	14,4	41,9	34%
2011	14,1	42,3	33%
2012	11,2	40,7	28%
2013	11,7	40,7	29%
2014	11,9	42,1	28%
2015	12,6	43,8	29%
2016	13,4	46,9	29%
2017	13,8	49,4	28%
Wachstum 2005-2017 in %	38%	18%	

Quelle: Bundesamt für Verkehr (BAV), Abtellung Finanzlerung, Alpenquerender Güterverkehr in Millionen Nettotonnen, 2018



Since 2005, the volume of freight traffic is (= transported tons) has increased by approx. 18%, whereas the rail freight traffic increased in said period of time, by 38%. This is significantly faster than the road haulage, that came up with an approx. 12% growth.

From 2005 to 2017, although an increase in the rail share in volume by 4% has been determined, with respect to the end of the financial crisis (2010), the volumes observed a decline of rail freight in absolute values.

This corresponds to a volume between approx. 6,000 to approx. 8,000 trucks.

Since 2010, the volume of traffic in the road freight (in tonnes) increased by approx. 29%, whereas the volume of rail freight traffic (in tonnes) decreased by approx. 4%.



Study on Scan-Med TEN-T Core Network Corridor, 3rd Phase, Work Plan 4

The northern and southern access routes to the Brenner are subject to gradual expansion (according to expected traffic volumes).

Implementing Decisions as foreseen in the TEN-T Regulation can be a support in this sense. Together with the member states concerned CNC ScanMed aims to develop such decisions at least for two major cross-border infrastructures (the Brenner Corridor from Munich to Verona with the Brenner Base tunnel and the Fehmarnbelt fixed link) in the coming months.

**Rail/Road terminals** as the main access points to market driven intermodal transport services are available in high density and attain good quality levels along the corridor. Today (2020) the "Mega-Hub" Hannover-Lehrte is operational. Other main terminals like Kouvola, Hamburg-Billwerder, Berlin-Großbeeren, Munich and Verona are subject to capacity and layout upgrade measures.



67.9 million tonnes of goods were carried by rail across the Alps in 2019

Volume distribution across the different countries was: AUT 55%, SWI 39%, FRA 5%

AUT: volumes carried by rail decreased by -2.3%, service quality is one of the reasons

Short term measures to improve the quality of the service are needed.



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Transalpine rail freight transport by crossing and production mode 2018 - 2019

#### Transport volume in 1'000 tonnes

Data source: 2020 alpine traffic observatory



Intervention strategies for transit through the Brenner - Uniontrasporti 2019 -«In order to effectively transfer traffic to rail, it is not enough to create a modern high-speed route, but there is also, and above all, a need for efficient terminals along the entire Corridor designed to manage the two main systems of transport and transhipment (accompanied and unaccompanied combined transport), as well as equipped with new loading and unloading technologies, and interconnected with the network of European transport. "

Study on Scan-Med TEN-T Core Network Corridor, 3rd Phase, Work Plan 4 - 2020 "In addition to the requirements of the TEN-T CNCs Regulation, the realisation of the intermodal profile P 70/400 (or higher) is a minimum market requirement and thus essential to ensure competitiveness of combined transport with road transport. In this respect, projects are ongoing in Germany and Italy."



### Questions

- Is there a need for a supranational entity to improve the performances of the European network management?
- Which functions such a network coordinator should assume?.

### Answers

- Yes, there is a need for a supranational entity to improve the performance of the European network management, the RFC have been established in 2010 and can be improved. However, the policy, market and technological conditions can more favourable in certain times, to take joint concrete actions.
- The functions a supranational railway network Coordinator / Supervisor should assume are linked to:
  - the creation of an integrated and holistic traffic management coordination at higher level
  - the improvement of capacity and connectivity with Terminals

# anticipate shortages and bottlenecks... -> <u>better quality</u>.

Visibility along the whole Brenner axis would help to

ScanMed RFC | Brenner Axis Task Force... act now !

#### Actions

Concept

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<u>Coordination / Supervision</u> - Creating an integrated and holistic
 Traffic Management along the Brenner Axis. Connect / harmonize
 / integrate, as if traffic operation from Verona to Munich was
 managed out of one hand in a seamless approach.

 Improve capacity and connectivity with Terminals along the Brenner Axis. Considering Terminals as part of the system and identify capacity needs as well as required improvements for their connectivity to the Brenner traffic system. An <u>End-to-End</u> approach applied to <u>capacity offer, processes harmonization and</u> <u>performance measurement</u> is one of the objective.

eir A ScanMed RFC | South Members' initiative, for the benefit of the whole RFC, and the development of a process

that can be possibly adopted also on ScanMed North and on other RFCs







## **Members and Stakeholders**



Brenner Axis Task Force - Coordinator: Emanuele Mastrodonato Brenner Axis TF - Work Package Leader: Gregor Thalhammer

## **Terminal WG of BCP targeted some TF objectives**







## Work Package 1 fully configured

- (participants, meetings, representation of SteeCo-members)
- Status-analysis in progress
  - early findings available



	Infrastructure and traffic
晶	Organisation and responsibility
₽ ₽ ₽	Operational workflow
P	Monitoring, systems and tools
	Capacity management – short term
<b>0</b>	Punctuality
$\Delta$	Permanent deviations and wastes in the status quo

## First results of the National analysis of the current situation







## **Quick-wins for Pilot Project ramp-up**

Argomenti	Azioni
Comunication	Preparation of a structured communication procedure to cover cases currently not covered or that can be optimised.
IT Systems	Check available functions and hypotheses of local developments or short-term integrations for RNE's Train Information System (TIS).
Works planning	Actions to improve coordination between IMs in TCR synchronization -> WP will verify integration in ScanMed REG WG South (Brenner axis), with information on scheduled outages.
International train number	Change of train number by IM and its communication to the Terminal. This information is important for the planning / management of irregularities. Management improvement to investigate.
Train documents	<ul> <li>A complete vehicle sheet, with train data (content: towed mass, wagons + corresponding load units,) is sent to the operator (RU). It is particularly important for the transport of dangerous goods, as the RU must notify the Infrastructure Manager in the event of an emergency and keep it on board for the entire journey.</li> <li>The harmonization of the transmission of the sheet from RU to IM is investigated before the train travels and is visible in IT systems.</li> </ul>



#### **Proposed adjustment of the timeline –** information updated on Q3-2020, further delays are expected to be registered by Q4-2020







# **Questions?**

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