



24TH FLORENCE RAIL FORUM:
REVISION OF THE RAILWAY STATE AID GUIDELINES

INVESTMENT AID FOR INFRASTRUCTURE – AN INTERMODAL FREIGHT PERSPECTIVE

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UIRR: the industry association of Combined Transport operators and terminals



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Infrastructure for intermodal rail freight: needs and objectives

- **Main line modernisation:** TEN-T parameters – capacity for freight trains / freight dedicated lines – more and better quality train paths for freight trains
- **Freight dedicated local networks:** terminal access tracks, port networks, etc. – wide variety of IMs (not necessarily the incumbent infrastructure manager) – TEN-T parameters
- **Transshipment terminals:** the train station for freight to access the infrastructure – typically operated by independent specialised entities (not the IM) – unlike passenger stations terminal modernisation is not included in line reconstruction projects
- **Other specialised infrastructure:** shunting yards, terminal buffer tracks, storage tracks, bypass tracks – typically part of the network – critical importance to operations



Mainline modernisation: mixed use lines and freight dedicated lines

- **Mixed use:** passenger and freight trains
- **Freight dedicated lines:** regional lines without passenger traffic, which serve freight points, and freight dedicated lines like the BETUWE route
- **Investment objectives:** upgrades to parameters required for efficient freight train operation - 740m train length, 22,5t axle load, 4-metre loading gauge, 2000t gross weight, 1435mm tracks, electrification, ERTMS
- **Investment aid:** public funding to reduce user-fees to levels that are competitive with the road haulage competition

Needs:

- reliable fund that functions as an automatism (ex. GRFC of Poland – a road infrastructure development fund)
- multi-year funding decided and dedicated for many years in advance (ex. Switzerland – 12 years, Austria – 6 years)

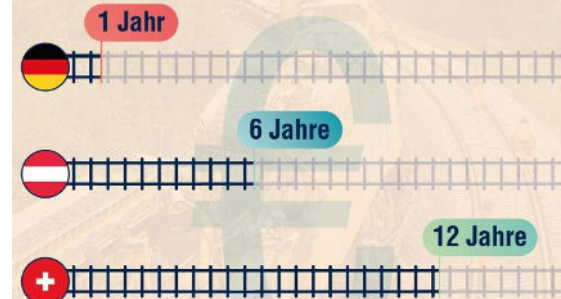


Chancellery of the Prime Minister
Republic of Poland

PLN 2.73 billion from the Government Road Construction Fund (GRCF) for co-financing the construction, reconstruction and renovation of district and municipal roads

Deutschland fährt auf kurze Sicht

Länge der Finanzierungssicherheit für Neu- und Ausbau der Schieneninfrastruktur



Freight dedicated local lines, small networks: ports, terminal access lines

- **Port networks:** major seaports and inland ports (ex. Antwerp, Duisburg)
- **Terminal access lines:** effectively sidings that connect terminals to the main line
- **Investment objectives:** upgrades to parameters required for efficient freight train operation - 740m train length, 22,5t axle load, 4-metre loading gauge, 2000t gross weight, 1435mm tracks, electrification, ERTMS
- **Investment aid:** needs depend on the technical challenge
- **Needs:**
 - state aid linked to mainline reconstruction projects
 - 'single applicant' has to deliver national objectives (negotiated awards)



Transshipment terminals: upgrading ageing/obsolete facilities and new-builds

- **Upgrades:** facilities with physical potential for efficient operations (terminal categorisation)
 - **New builds:** in regions with saturated terminals, or where obsolete terminals need to be replaced, or where terminals are missing
 - **Prerequisite:** land availability (IM cooperation to designate suitable land); site permits (proximity of residential areas)
 - **Investment aid:** CEF funding – dysfunctional; national schemes (ex. Germany); national freight transport master plans (specifying objectives)
- **Needs:**
 - availability of land
 - CEF fixed to work for SMEs
 - sensitivity to legacy facilities



Specialised infrastructure: **shunting yards, storage tracks, bypass tracks**

- **Shunting yards:** serving terminals as buffer tracks; line locomotive + brake testing: entry point to the main network
- **Storage track:** wagon groups stored to alleviate disturbances
- **Bypass tracks:** single track lines or mixed-use double track lines
- **Prerequisite:** land availability, IM goodwill – understanding operating models
- **Investment aid:** needs depend on the technical challenge
- **Needs:**
 - availability of land
 - IM goodwill
 - technical challenge



Summary: state-aid for infrastructure

▪ Beneficiaries:

- ✓ State owned IM (mainline, shunting yard, storage tracks)
- ✓ Other IM (ex. ports)
- ✓ SME terminal management entity (access siding, buffer tracks)

▪ Prerequisites:

- ✓ National freight transport development plans
- ✓ IM goodwill: land availability, sensitivity to operating models
- ✓ CEF / CINEA: sensitivity to SME applicants

▪ Objectives:

- ✓ Reducing user fees to ensure competitiveness with road competition
- ✓ Reliable availability of funding

▪ Duration: level regulatory playing field

- ✓ **Temporary compensatory measure**



Ministerium für
Strategie, Umwelt und
Energie, Mobilität,
Innovation und Technologie

Monitoringbericht zum Masterplan Güterverkehr 2030

Berichtsjahr 2023





THANK YOU
For your attention

CORTEN
STEEL
PANELS

MAX GROSS

TARE

67 200 lbs
2 250 kg
4 960 lbs

MAX. PAYLOAD

CUBE

28 230 kg
62 240 lbs
33,0 m³
1 170 cuft

JNPT