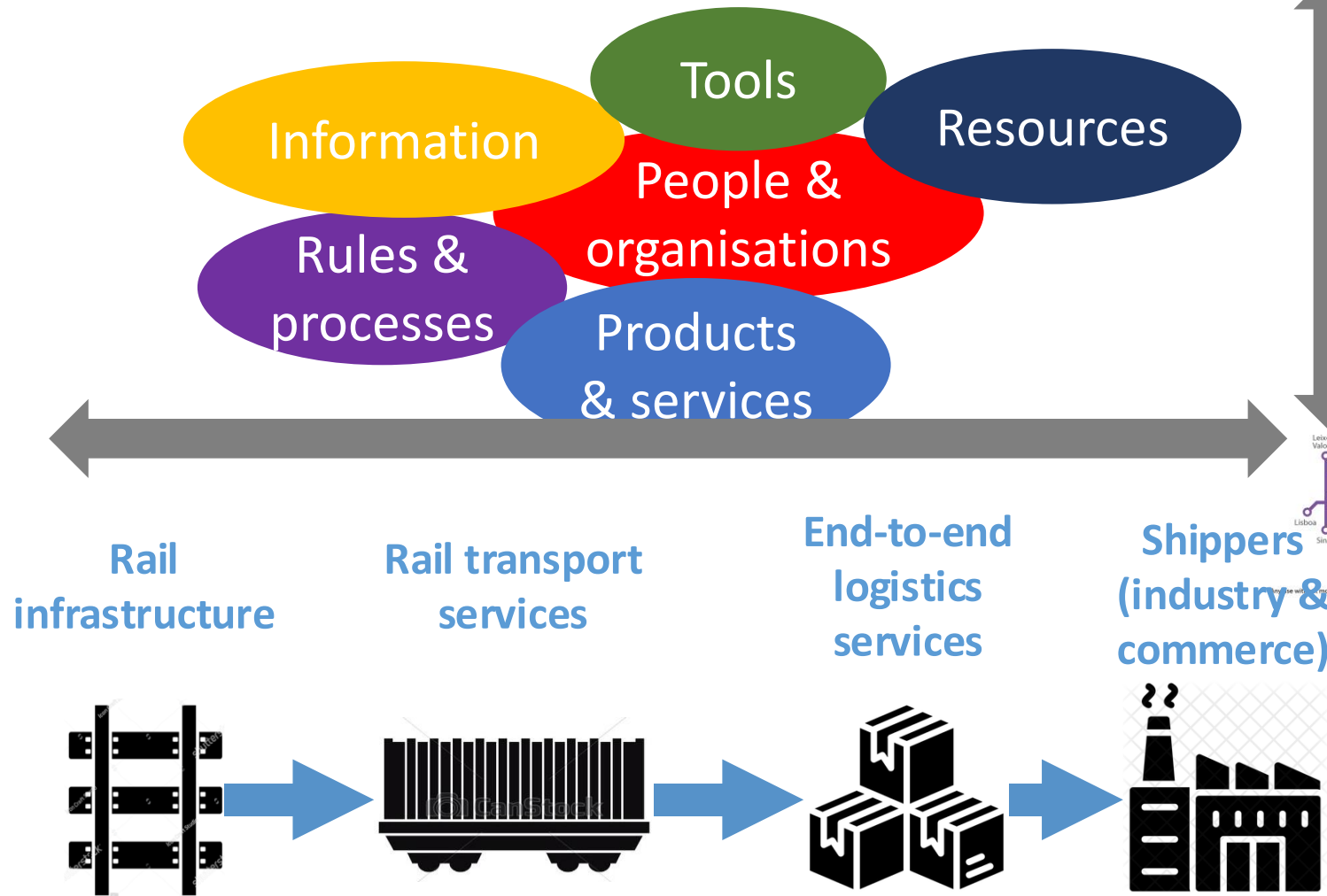


18th Florence Rail Forum • 8 November 2019

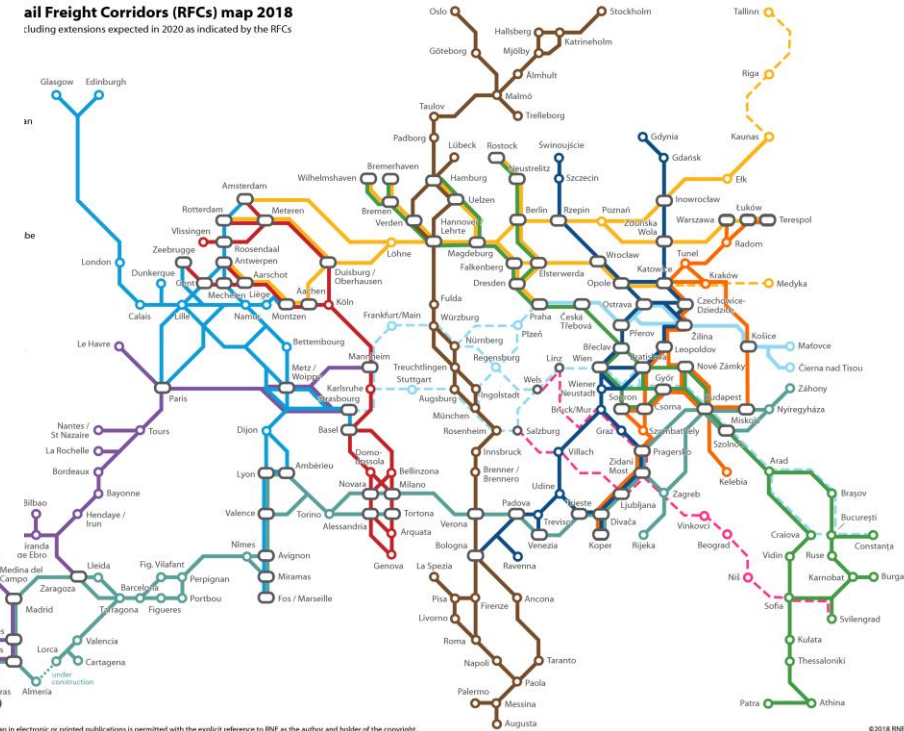
Rail Freight Corridors: Can digitalisation bridge the gap between potential and reality?

Reinhard HALLER
European Commission, DG MOVE
Unit C3 “Single European Rail Area”

Rail Freight Corridors: Integration across borders & within logistics chains



ail Freight Corridors (RFCs) map 2018
including extensions expected in 2020 as indicated by the RFCs



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Potential, reality – and the gap in between

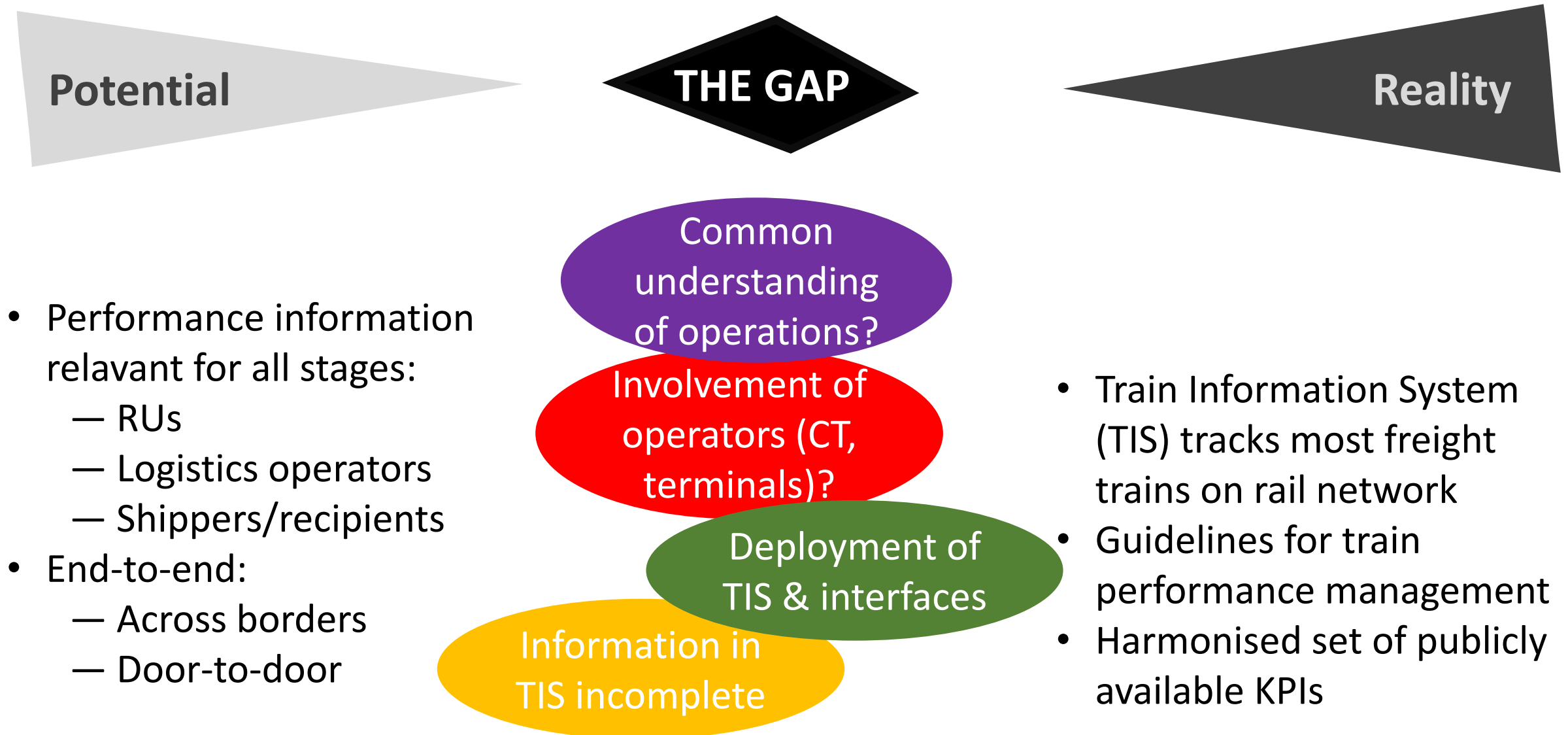
- Performance monitoring
Art. 19 “... monitor the **performance of rail freight services ...**”
- Capacity management
Art. 13/14 “... capacity in a **single place and operation ...**”
- Traffic management
Art. 16 “... **procedures for coordinating traffic management** along the freight corridor ... coordination between **operations of railways and terminals ...**”
Art. 17 “... common **targets for punctuality and/or guidelines for traffic management** in the event of disturbance ... train paths of **freight trains running according to schedule shall not be modified ...**”

Potential

THE GAP

Reality

Monitoring performance (Art. 19)



Capacity management (Art. 13, 14)

Potential

THE GAP

Reality

- Capacity in one place and operations
 - Simplification of processes by One-Stop Shop
 - Transparent, high-quality, safeguarded capacity for rail freight

Severely limited RFC resources

Partial involvement of C-OSS

Missing interfaces between IT tools

TCRs processes need to improve: Network & RFC

- Path Request System (PCS): harmonised capacity tool
- Limited RFC capacity offer (PaPs, reserve capacity)
- National processes prevail in capacity mngt (both on offer & demand side)

Traffic management (Art. 16, 17)

Potential

THE GAP

Reality

- Coordinated management of train operations
 - Across borders
 - Across logistics chain
 - In “normal” conditions and during major disruptions
 - Transparency (ETA/ETH) and management

RFC: no operational role

Lack of train (path) tracability

Interfaces & ETA: development vs. deployment?

- No active traffic management at RFC level
- Coordination of traffic management at bilateral level (varying quality)
- Train Information System (TIS) increasingly in use
- Handbook for International Contingency Management for large disruptions

Can digitalisation close the gap?

Some hypotheses for discussion ...

Yes ...

- Most challenges involve an **digitalisation aspect** (IT tools, information)
- Focus 1: **interfaces** across borders and along the logistics chain
- Focus 2: need to update IT systems in rail sector

... but digitalisation is not enough:

- **Products & services** need to respond to **customer needs – at all stages**
- **Shared understanding of concepts and processes**
- Willingness to **share (operational) information**
- Commitment **resources to rethink the business** – “change management”