

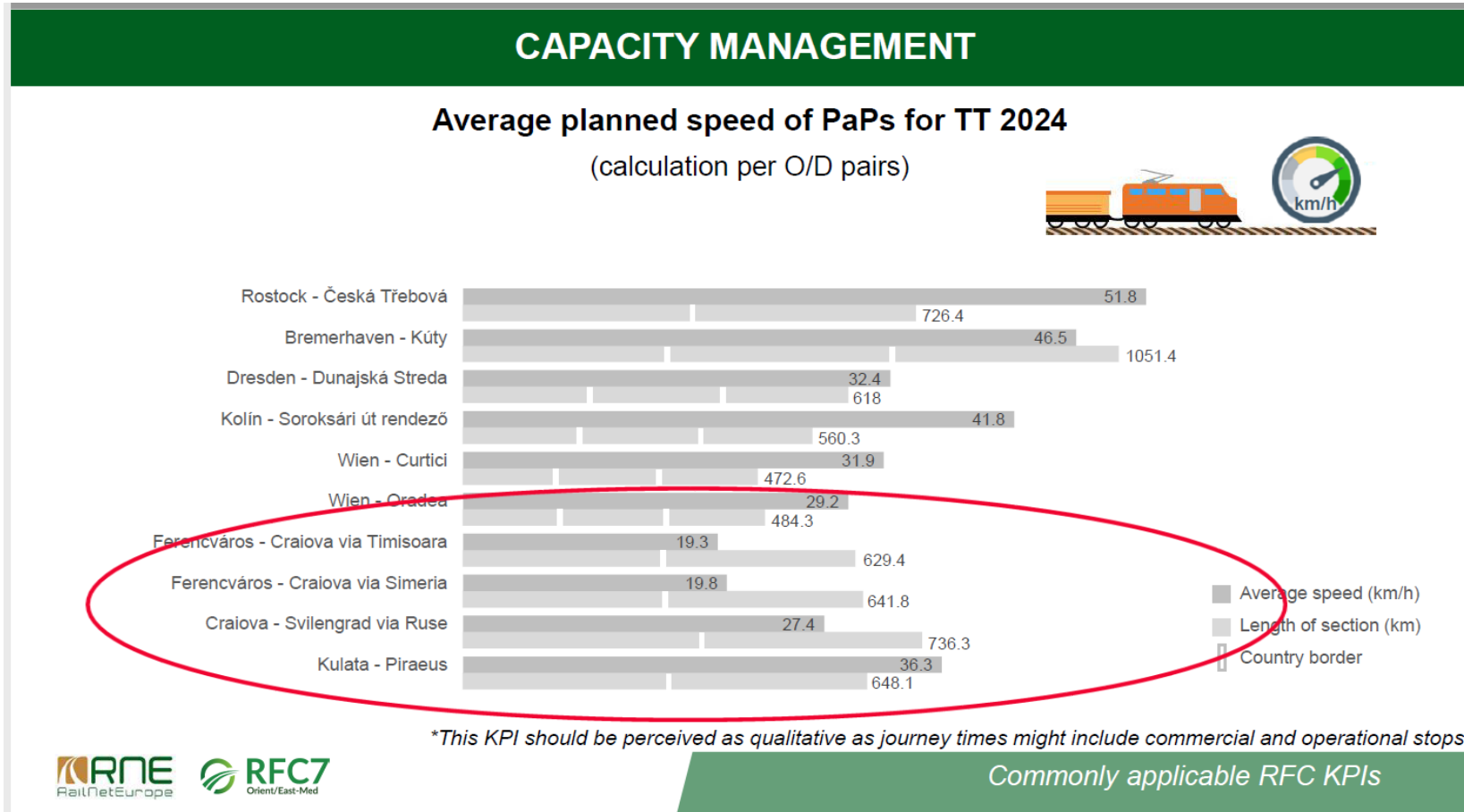


## **RU Advisory Group Meeting RFCs OEM and RhD Prague**

21 November 2023

RU AG Speakers O/E-M & Rh-D  
Gyula Farkas and Martin Erlinger

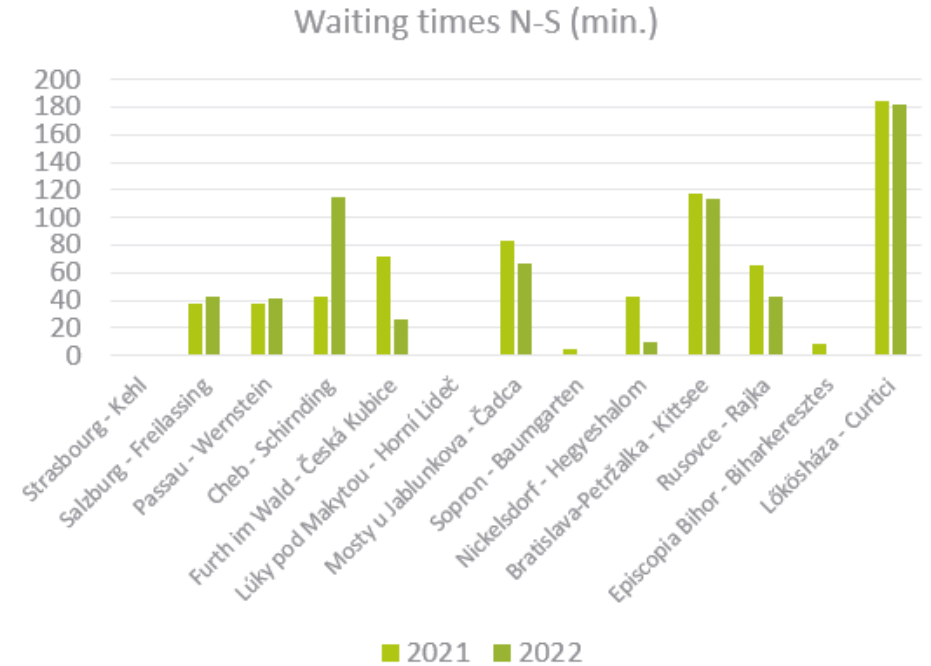
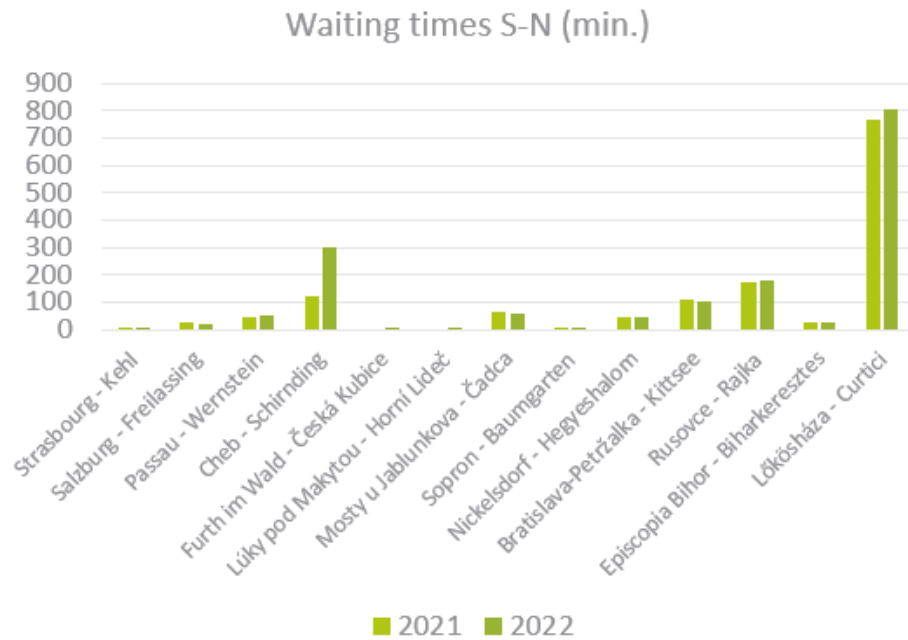
# Speed does matter - as it is a pre-requisite for modal shift



20-30 km/h planned speed is good for a bike but not for an international quality transport on rail

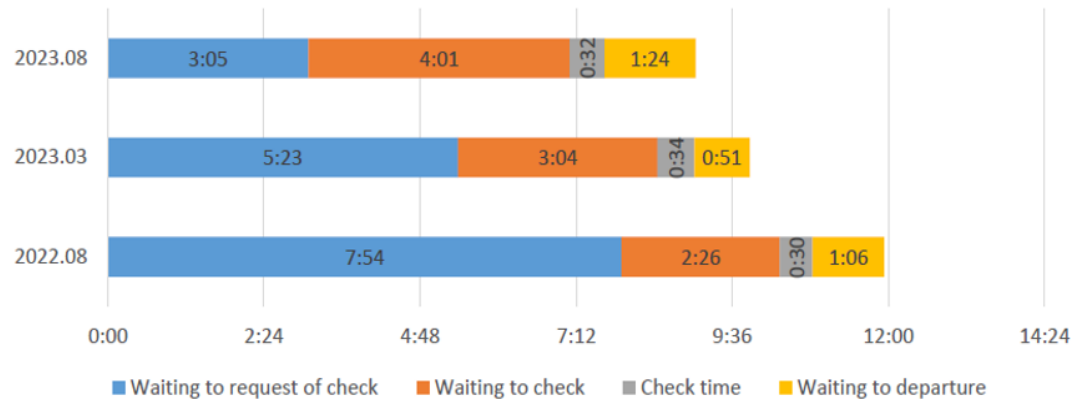
And speed in operations is often even lower.....(this is why we propose a new KPI to be introduced by the Implementation Plan – see issue nr. 7 on agenda)

# Dwell time development along the RFC

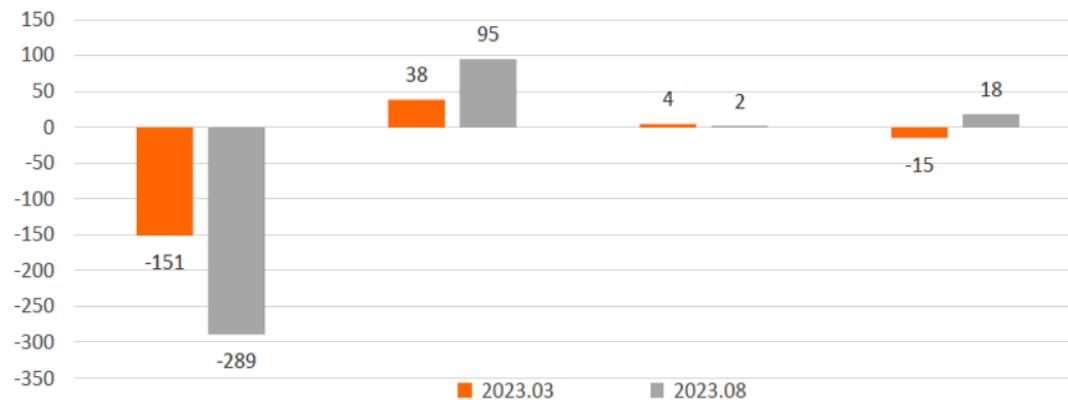


# Status at Curtici

Average waiting times in Curtici S-N (hours)



Changes of average waiting times in minutes (basic 2022.08.)



## Consequences



Waiting time between arrival and handover is **reduced** by about **50%** on average



Time of waiting border police check **increased** more than **20%** average



Overall amount of waiting time **decreased** more than **2 hours**



Overall amount of waiting time is around **9 hours !!!**  
**Far from aim at 2 hours**

**No acceptable** for freight market

**Focus on ensuring transit time**  
country by country

# Technical compliance of CNCs - 2021

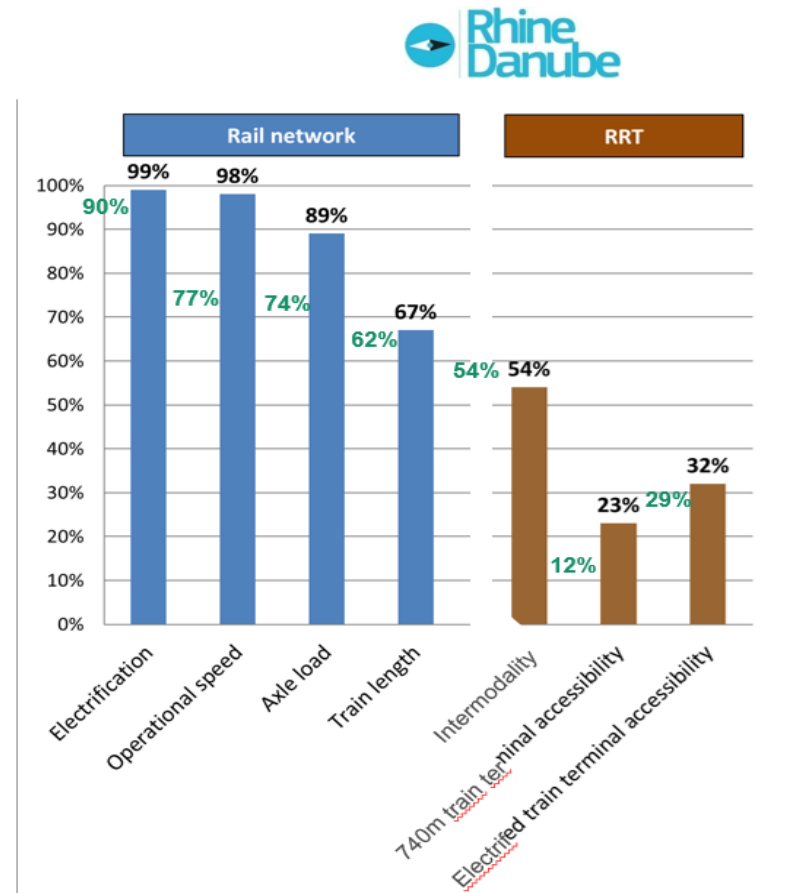
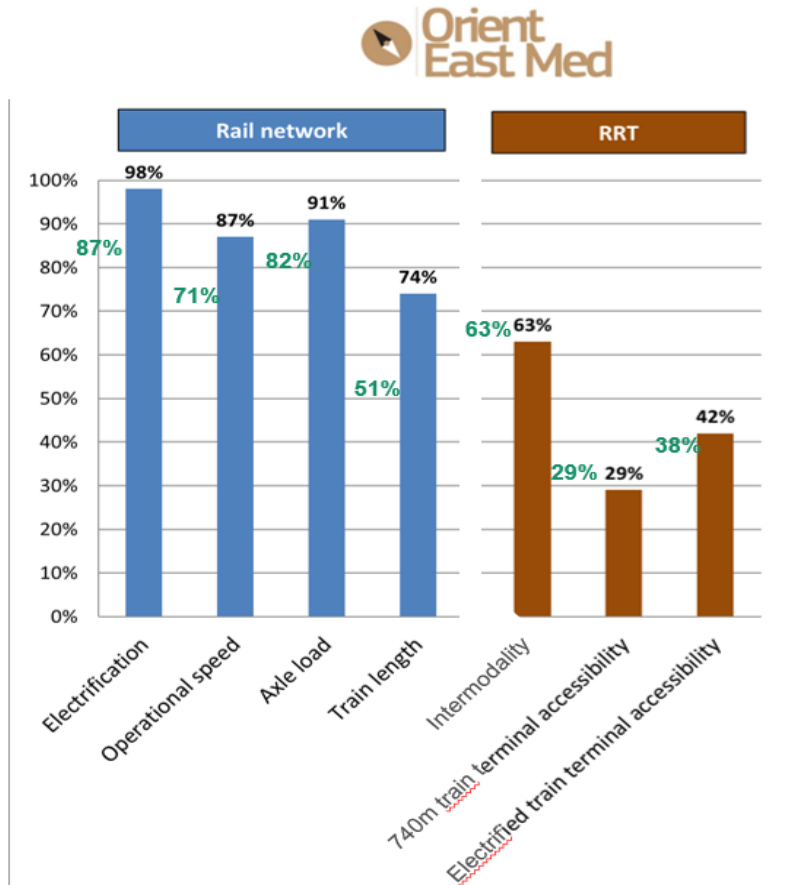


- ETCS is not in operation on 89% of OEM, while GSM-R on 49% of the Corridor (according to ERTMS Deployment Plan (EDP), 1,960 km and 2,760 km are expected to be operational by 2021 and 2023, respectively) ;
- Train length is a major issue along the entire Corridor (except Germany) (Note: train length has to be seen in combination with capacity; no harmonized definition for 740m train length in place);
- Minimum axle load of 225 kN (22.5 tonnes) is an issue for Romania and Greece;
- Maximum operating speed of lower than 100 km/h is a barrier for freight trains for short sections in Slovakia, Czech Republic and Hungary (Budapest area) and along much longer sections in Romania and Bulgaria; non-electrification at small parts in Germany, Romania and Greece, as well as traction system breaks.

Source:  
OEM / RD CFs Working Group Meeting on Rail Issues  
Albrecht MALCHEREK

# Technical compliance of CNCs - 2030

Forecast: KPI rates 2030

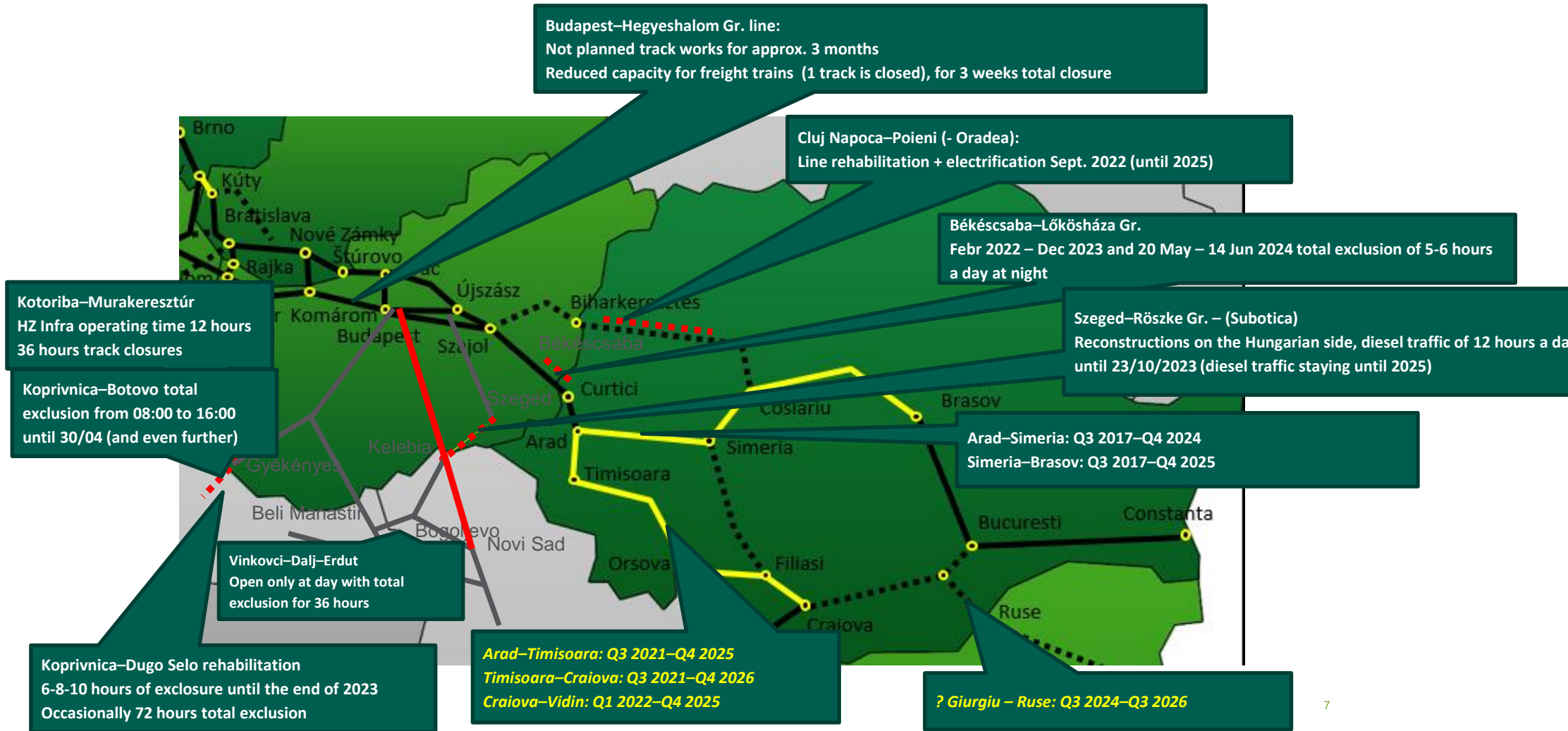


**In some key areas such as terminal accessibility for 740m trains there is no positive development visible.**

Such a too slow development is a major threat for the current and future competitiveness of rail freight along the two RFCs and along the future European Transport Corridors – both for Freight but also for Passenger trains.

Source:  
OEM / RD CFs Working Group Meeting on Rail Issues  
Albrecht MALCHERER

# Many TCRs in SEE region



# Expectations / recommendations

Aim of EC: Increase rail freight transport volume -> tool: increase competitiveness of RUs  
infrastructure: stable, reliable, predictable **transit time**

Best practice: to provide sources for maintenance and renewal for IMs (MAC) at least 2 years before the beginning of actual timetable year (in order to increase reliability and predictability and to coordinate with neighbouring IMs in time)

## RUs' expectation

- to speed up infrastructure development according to TEN-T requirements (increase interoperability, providing alternative routes during the track closures, additional cost compensation for usage of alternative routes)
- to enable time window for freight trains, transparent TCR and Annex VII compatible planning & coordination process and communication for all stakeholders
- close cooperation between ministries of transport and internal affairs (to reduce dwelling time at border stations and to involve border police staff in efficient way)
- to harmonise the different traffic regulations and rules, to validate additional costs of different traffic rules and regulations, to speed up harmonisation, cancellation policies
- better information flow and monitoring - info on operational KPIs - regarding circulation of corridor trains among all stakeholders
- joint cooperation (OEM and RhD RFC) on key issues of RUs (dwelling time, TCR, harmonisation)



# RU position on draft capacity regulation

## Five most critical items to be improved



### Overview of priority points

**1. Network of IMs receives power, but the external control is not sufficient**

- > a Regulatory Body with decision power on European scale should be added



**2. Missing legal mandate for organised RU / Service Facility voice**

- > structured RU voice, as a follow up of RAGs, should be added

**3. Only consultations = only reactive market involvement**

- > IMs start and thus take more power in strategical planning
- > RU input at beginning of strategic planning stages has to be added («CNAs»)



**4. IMs can reject capacity requests not in line with their plans**

- > simple rejection to be replaced by effort of IMs to provide alternative/diverging capacity, in dialogue with RU. Non-offering remains a last resort



**5. Main implementation is late for Timetable 2030**

- > benefits should be earlier (if above shortcomings are overcome)
- > Non-TTR aspects could be immediately (respecting Network Statement timelines)

E.g. multi-network capacity rights, reciprocal commercial conditions, framework agreements, performance review body etc

Thank you for your kind attention!