

# Einflüsse aus **Europa** und den angrenzenden Ländern

13. VPI SYMPOSIUM

10. Januar 2023, Hamburg (DE)

**Gilles Peterhans**

Generalsekretär UIP

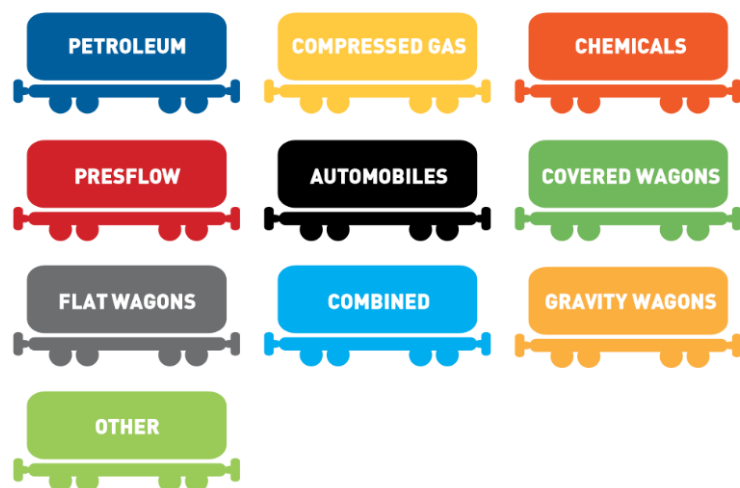
# UIP – INTERNATIONAL UNION OF WAGON KEEPERS

WER VERTRETEN WIR ?

## 250



We represent **250** Wagon Keepers and Entities in Charge of Maintenance



## 14

National  
Associations



**234,000**

**50%**  
TONNE-KM

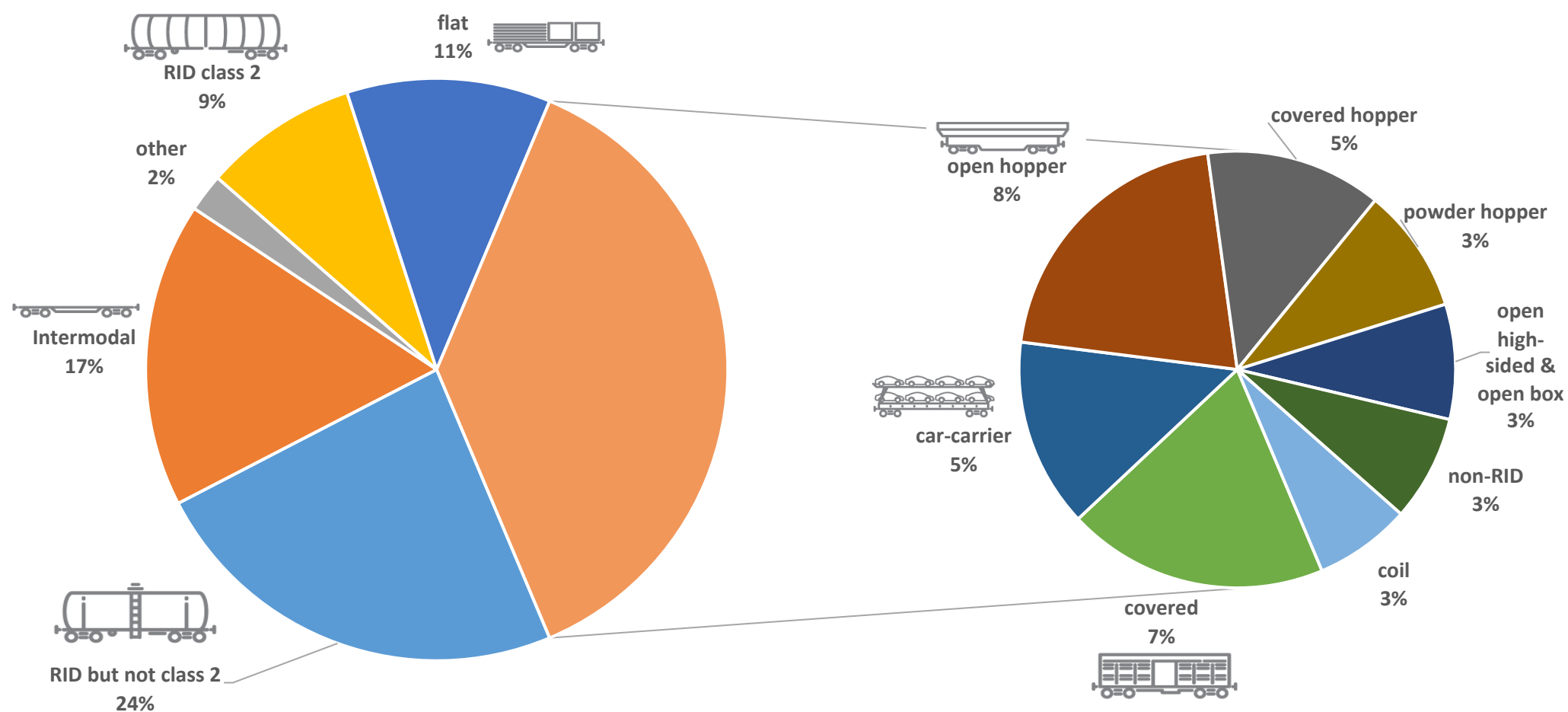
Our members have approximately **234,000** freight wagons that produce **50%** of the total of tonne-kms around Europe.

# UIP – INTERNATIONAL UNION OF WAGON KEEPERS

WAS VERTRETEN WIR ?

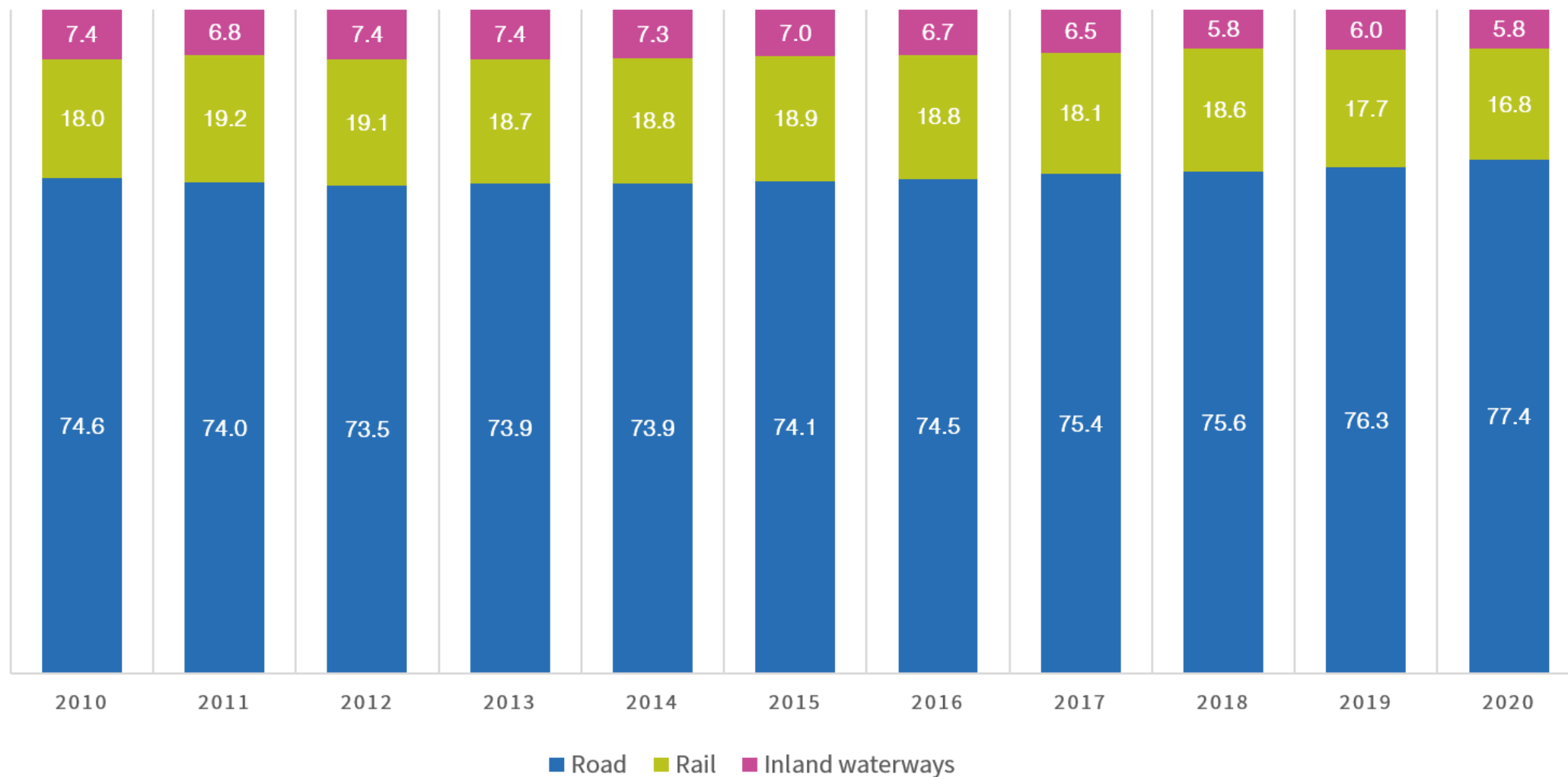
A 234'000 rail freight wagons fleet:

- 12bn € investments in rail freight wagons
- yearly 400-500mio € in new rolling stock
- > **~50% of European fleet**



# GÜTERVERKEHR IN DER EU-27

MODALSPLIT IM BINNENTRANSPORT (% GESAMTEN AUFKOMMENS IN TONNENKILOMETER)

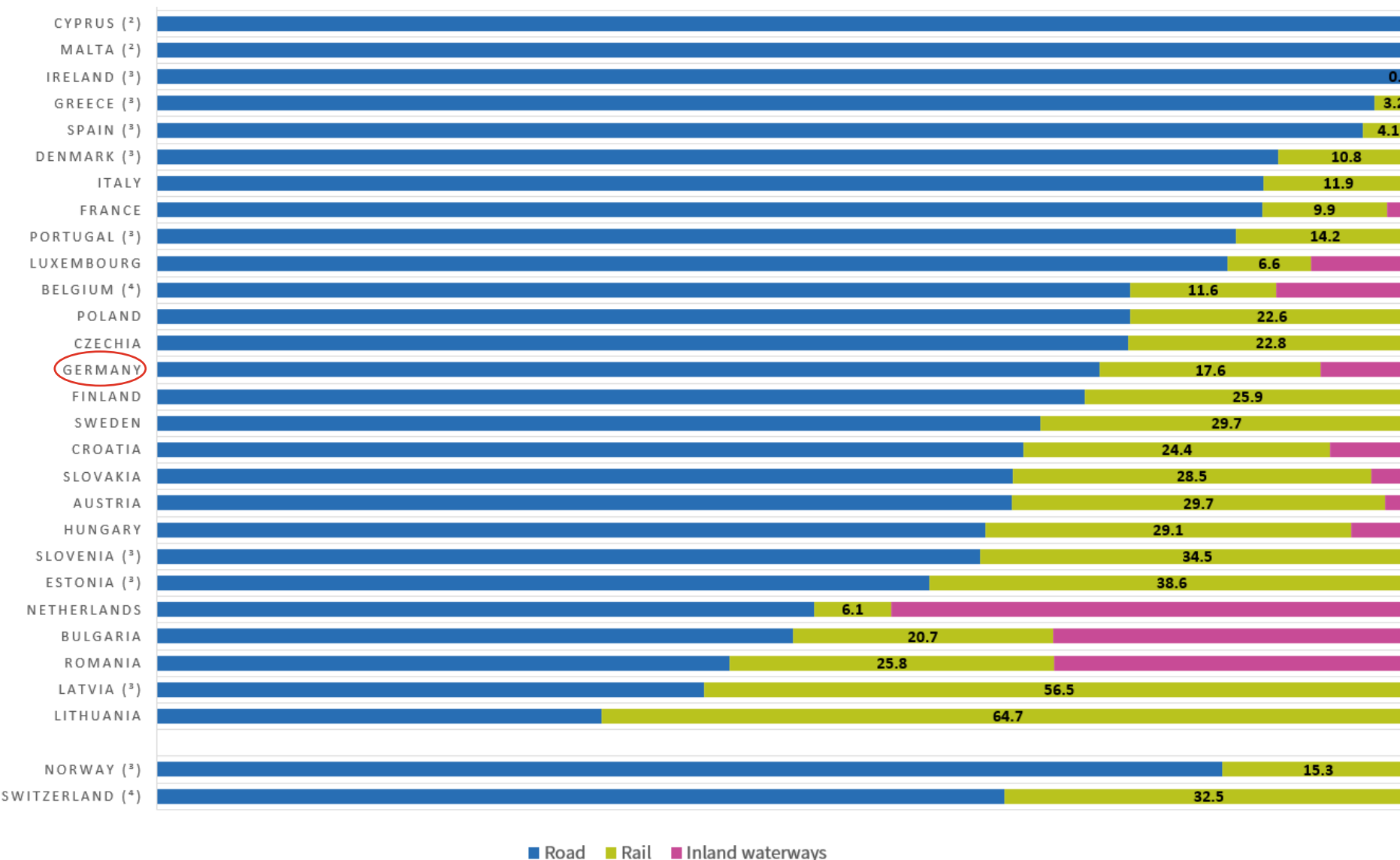


Note: Includes Eurostat estimates for rail transport for Belgium (2012-2019) and inland waterways transport for Finland (2017-2018), but does not include road transport for Malta, international transport of Cyprus (negligible) and inland waterways transport for Sweden (2008-2015: negligible). Figures may not add up to 100% due to rounding.

Source: Eurostat, November 2022 (actual)

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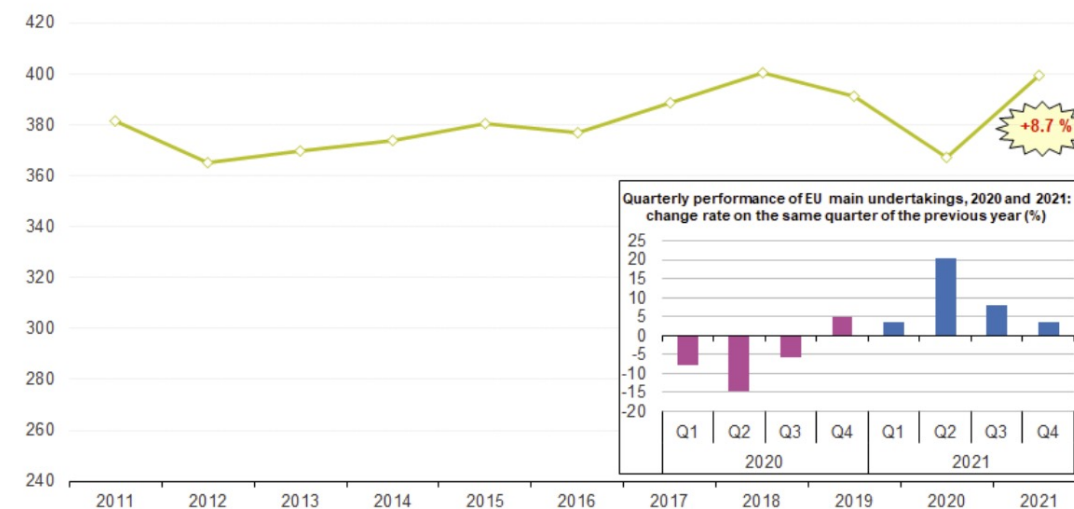
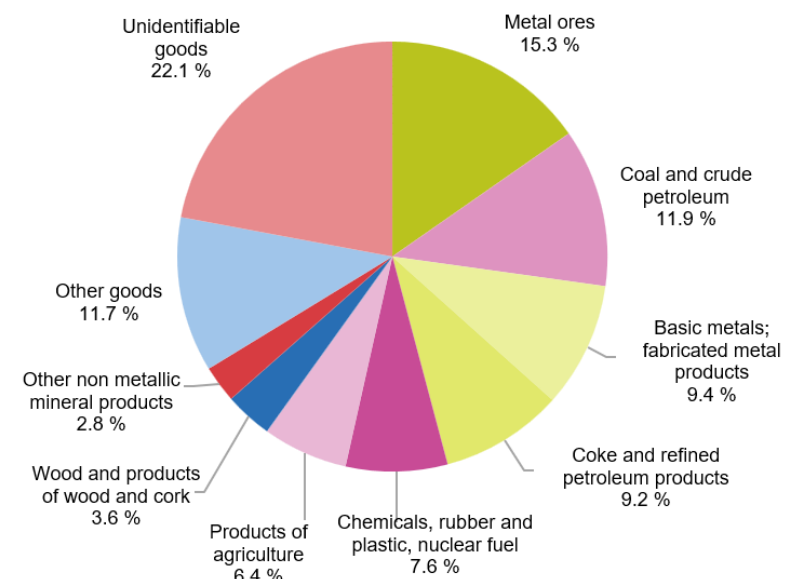
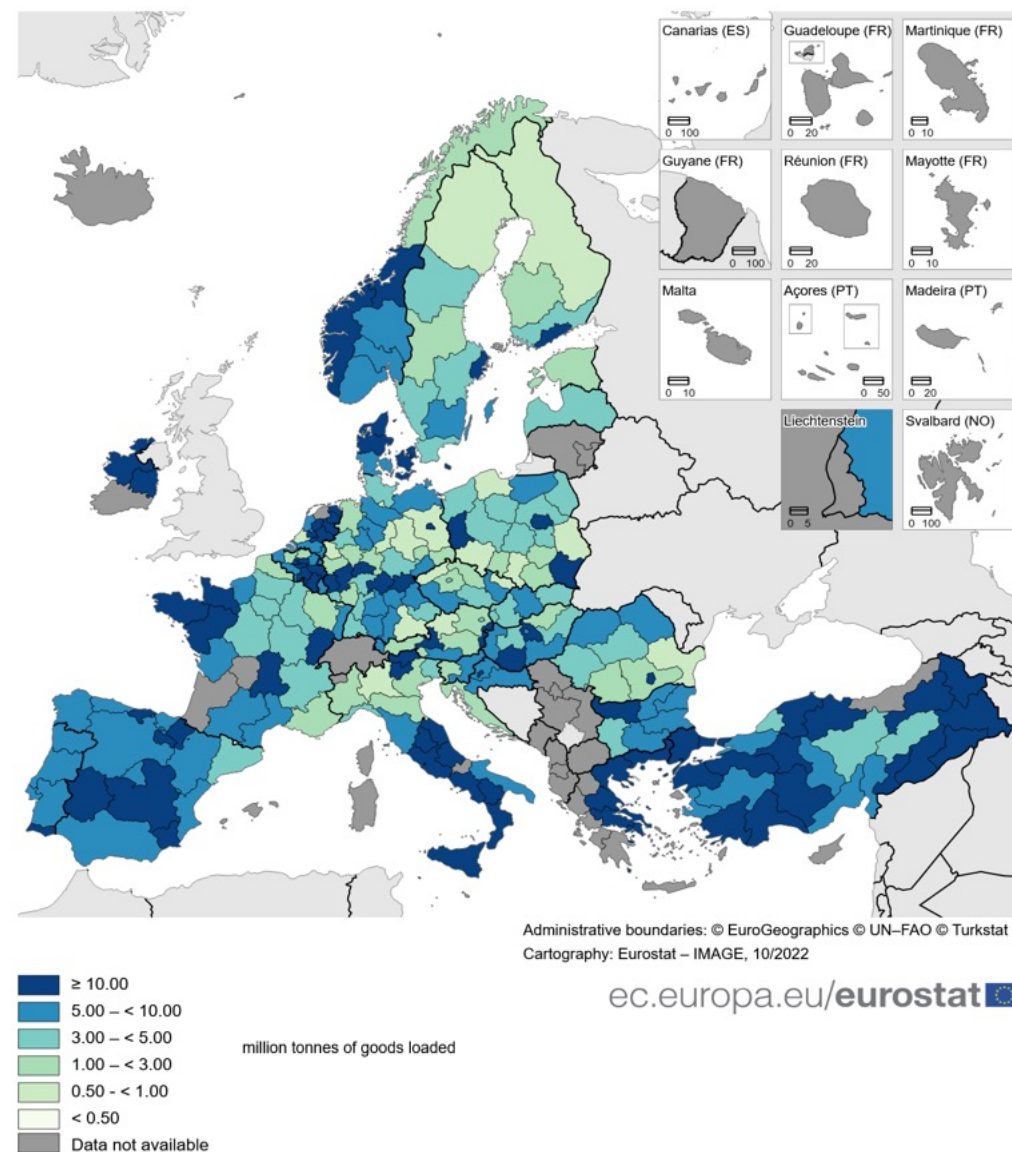
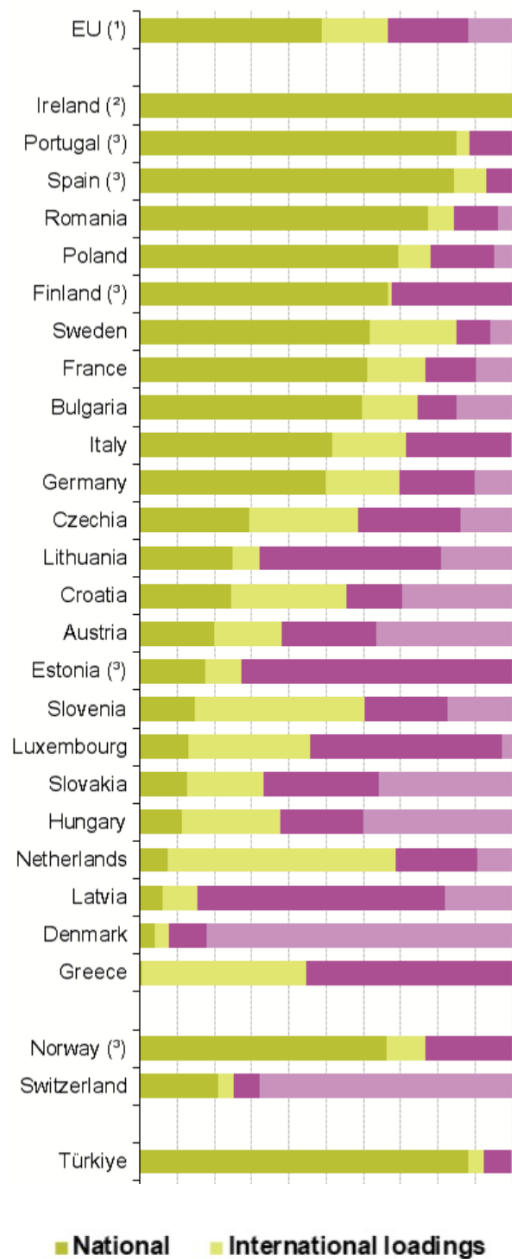


## Immer noch sehr national:

- Industrie- und Umweltpolitik
- Unterschiede der nationalen Systeme (technisch & betrieblich)
- Abhängigkeit von Produkten und Märkte
- Verkehrsmenge und Netzdichte
- Intramodaler Wettbewerb (P – G)
- Strategie und finanzielle Situation der marktbeherrschenden Betreibern
- Nationale Arbeitgesetze,

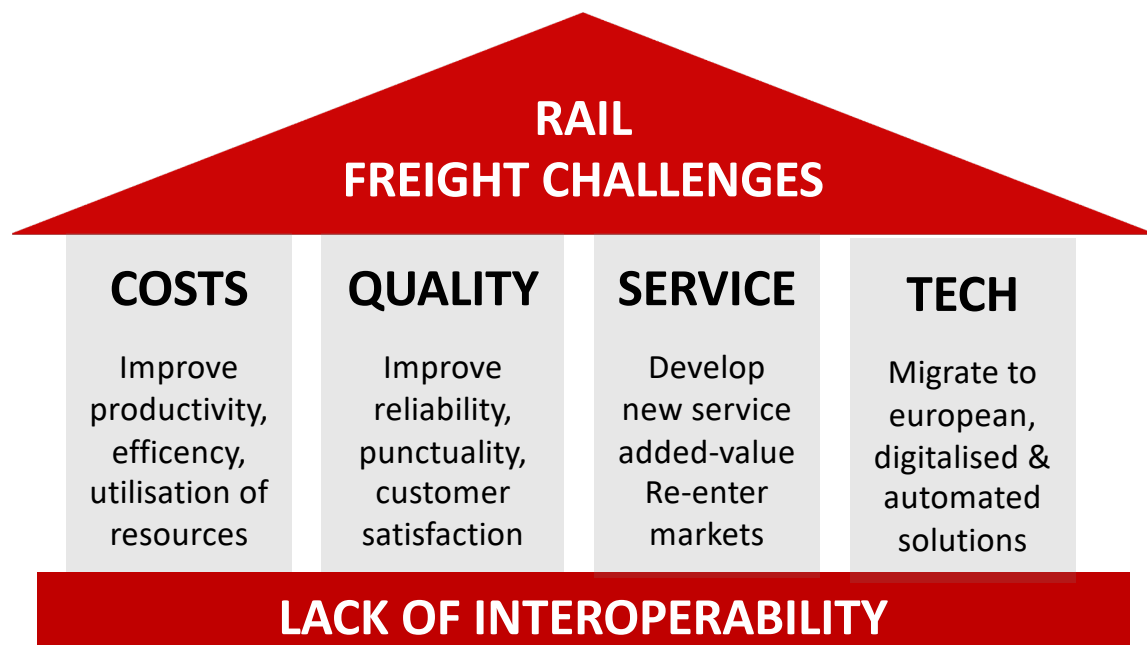
# GÜTERVERKEHR IN DER EU-27

## WIE STEHT ES MIT DEM SCHIENENGÜTERVERKEHR ?



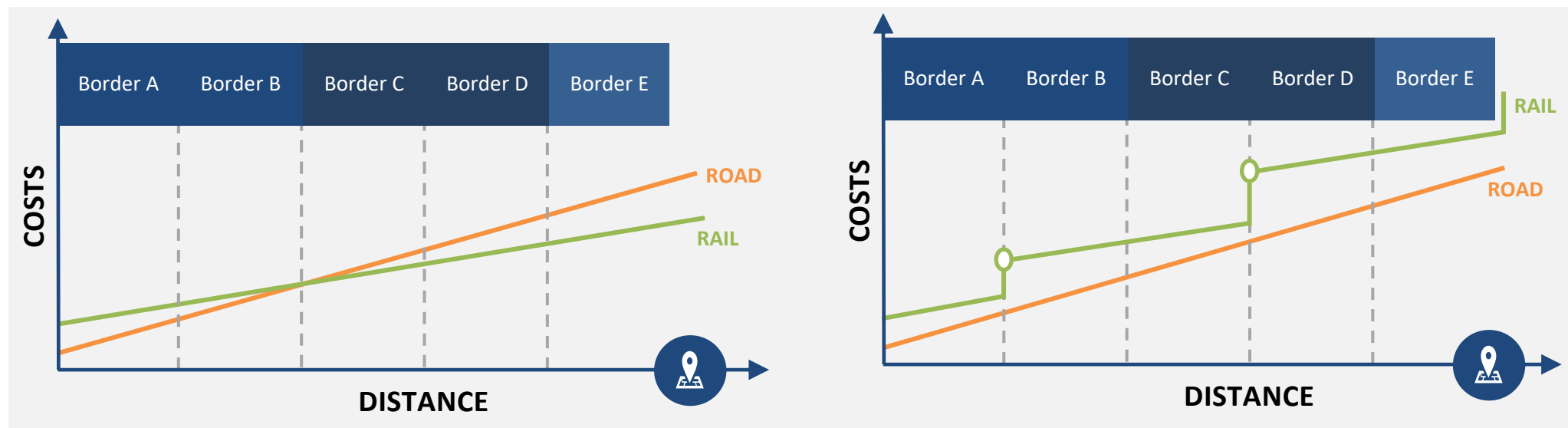
# HERAUSFORDERUNGEN...

FOLIE AUS PRÄSENTATION FÜR DEN 9. VPI-SYMPOSIUM – 08.01.2019...





## Addressing the challenges through:

- EU regulatory framework
- EU financial support
- Collaboration between Stakeholders



# EINFLÜSSE AUS EUROPA


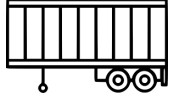

## AKTUELLE VERKEHRSPOLITISCHE THEMEN

Topic	Policy objectives
 <p><b><u>Revision of TEN-T guidelines</u></b></p> <p>Repealing Regulation 1315/2013</p>	<ul style="list-style-type: none"> <li>▪ Alignment of TEN-T networks with RFCs = <b>European Transport Corridors (ETC)</b></li> <li>▪ <b>More transshipment hubs</b> and multimodal passenger terminals in cities to facilitate multimodality, in particular for the last mile of a passenger or freight journey</li> <li>▪ Introducing <b>standards to multimodal freight terminals</b> connected to rail network</li> <li>▪ Making it possible <b>network-wide for 4m lorries</b> to be transported by trains</li> <li>▪ Requirements on infrastructure to allow for <b>740 m freight trains</b></li> <li>▪ Setting <b>targets for dwelling time</b> at EU cross-border sections, <b>punctuality at destination</b> of freight trains</li> <li>▪ Empowers the Commission to <b>withdraw EU co-financing</b> in the event of significant and unjustified delays in implementation</li> <li>▪ Sets target to <b>migrate towards 1435 track gauge</b> (no deadline set)</li> <li>▪ <b>Extension of European transport corridors</b> to <b>Ukraine</b> and Republic of <b>Moldova</b></li> <li>▪ <b>Downgrading last miles</b> of all cross-border connections with <b>Russia</b> and <b>Belarus</b></li> </ul>
 <p><b><u>Cross-border rail traffic</u></b></p> <p>Amendments to RFC Regulation 913/2010 and SERA Directive 2012/34</p>	<ul style="list-style-type: none"> <li>▪ Ensure increased use of railway infrastructure in the various <b>strategic and tactical planning phases</b>: investment planning, asset management (resulting in capacity restrictions due to infrastructure works), timetable design and <b>the capacity allocation process, as well as timetable changes in the phase between capacity allocation and train operation</b>;</li> <li>▪ Possible <b>stronger centralisation of decision-making</b> and operational functions at European level</li> </ul>





# EINFLÜSSE AUS EUROPA

## AKTUELLE VERKEHRSPOLITISCHE THEMEN

Topic	Policy objectives
 <p><b><u>Revision of CT Directive</u></b></p> <p>Repealing Directive 92/106/EC</p>	<ul style="list-style-type: none"> <li>▪ <b>Second try</b> as revision from 2014 already withdrawn by EC</li> <li>▪ Consulting stakeholders to gather their views on what the barriers to the intermodal/multimodal transport are and how its uptake could be improved (until 30.05.202)</li> <li>▪ Aims at facilitating an increase in the share of rail, short sea shipping and inland waterways in total freight transport.</li> <li>▪ Aims at improving the existing support by extending it to wider set of operations (scope), increasing the choice and level of support measures and thereby incentivising transport organisers to increasingly use intermodal or multimodal transport in the EU</li> </ul>
 <p><b><u>Revision of Weights &amp; Dimensions Directive</u></b></p> <p>Amending Directive 96/53/EC</p>	<ul style="list-style-type: none"> <li>▪ <b>Authorising the cross-border transport</b> of heavier/longer vehicles between all neighboring Member States that allow them.</li> <li>▪ Aligning the maximum weights and dimensions to the most common limits currently allowed: <ul style="list-style-type: none"> <li>✓ Extra weight of <b>up to 44 tons</b>, as already allowed in 13 Member States.</li> <li>✓ ...</li> </ul> </li> <li>▪ Allow extra weight up to 60 tons and an extra length of 25.25 meters in cross-border transport for zero-emission vehicles or vehicles used in combination with other modes of transport</li> </ul>
 <p><b><u>«New» Count Emissions EU</u></b></p>	<ul style="list-style-type: none"> <li>▪ Set out a common framework to <b>calculate and report transport-related greenhouse gas emissions</b>, to be applied by both the passenger and freight sector</li> <li>▪ Allow service providers to monitor and reduce their emissions and improve the efficiency of their transport services</li> <li>▪ Enable users to <b>choose the most sustainable option</b></li> </ul>

# EINFLÜSSE AUS EUROPA

## AKTUELLE VERKEHRSPOLITISCHE THEMEN

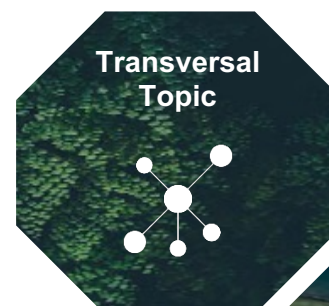
Topic	Policy objectives
 <p><b><u>Revision of State Aid Guidelines</u></b></p> <p>Repealing the 2008 guidelines on state aid for rail undertakings (Railway Guidelines)</p>	<ul style="list-style-type: none"> <li>▪ <b>Extending the scope of the Railway Guidelines</b>, in particular to include all relevant transport operators in the intermodal chain, which contribute to the modal shift of freight from road to less polluting and more sustainable transport solutions.</li> <li>▪ <b>Removing barriers to market entry or expansion</b> of new market players, in particular as regards access to suitable rolling stock and vessels.</li> <li>▪ <b>Ensuring the modernisation of fleets</b> and the networks' interoperability</li> <li>▪ Contributing to <b>avoid cross-subsidisation</b> between the commercial activities and those subject to public service obligations of vertically-integrated railway companies.</li> <li>▪ Assessing the <b>need for rules</b> on public transport services in <b>all areas of rail transport that were not yet covered</b> by the current Guidelines, in particular for freight services.</li> <li>▪ Assessing the need for <b>adjusted rescue and restructuring rules</b> applicable to railway undertakings.</li> </ul>
 <p><b><u>Data Act</u></b></p> <p>New legislation (transversal)</p>	<ul style="list-style-type: none"> <li>▪ Data Act would be horizontally applicable and aims <b>at removing barriers to access data, for both private and public sector bodies</b></li> </ul>

# EINFLÜSSE AUS EUROPA

## EUROPE'S RAIL JOINT UNDERTAKING: EIN TRAGENDER PFEILER

### *Network management planning and control & Mobility Management in a multimodal environment*

Network management planning and control (new processes and automation for decision support) & rail management in a multimodal environment (real-time demand-driven operations, including demand from other transport modes)



### *Digital Enablers*

Provide Digital Twins Design toolbox for design as well as for validation, verification and test + a Federated dataspace where all digital elements of the system can play together in a coherent and interoperable way

### *Digital & Automated up to Autonomous Train Operations*

Digital "Automated & Autonomous" Train Operations building upon the next gen Automatic Train Control based on ERTMS + enhancements on TCMS for integration at the on-board level



### *Innovation on new approaches for guided transport modes*

Explore non-traditional and emerging flexible and/or high-speed guided transport systems, as well as to create opportunities for innovators to bring forward ideas for shaping those future systems

### *Intelligent & Integrated asset management*

Knowledge from the digital transformation will feed back into the design, construction, manufacturing as well as into operation and maintenance processes.



### *Regional rail services / Innovative rail services to revitalise capillary lines*

Decreasing cost while offering a high quality of service and operational safety + increase customer satisfaction and attractiveness

### *A sustainable and green rail system*

Innovative solutions and services based on leading edge technologies to minimize the overall energy consumption and environmental impact of the railway system



### *Sustainable Competitive Digital Green Rail Freight Services*

Digitalization and automation of operational functions (e.g. DAC) and processes as well as increasing the efficiency of the immaterial (information/data) layer of transport in logistic










*+ Exploratory Research and other activities*

# EINFLÜSSE AUS EUROPA

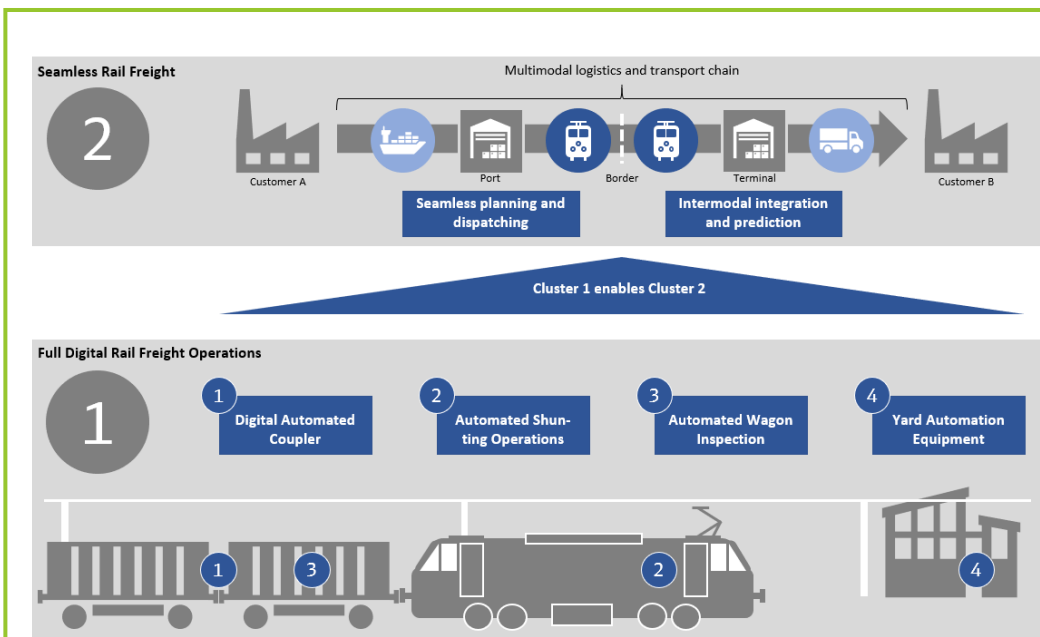
## EUROPE'S RAIL JOINT UNDERTAKING: EIN TRAGENDER PFEILER



Innovation Pillar	2021 – 2031 (in EUR million)	Multi Annual Call 2022 (in EUR million)
 <b>Flagship Area 1:</b> Network management planning and control & Mobility Management in a multimodal environment & Transversal Topics: Digital Enablers	173.7	87.4
 <b>Flagship Area 2:</b> Digital & Automated up to Autonomous Train Operations	251.9	121.5
 <b>Flagship Area 3:</b> Intelligent & Integrated asset management	217.4	104.2
 <b>Flagship Area 4:</b> A sustainable and green rail system	169.2	89.7
 <b>Flagship Area 5:</b> Sustainable Competitive Digital Green Rail Freight Services	136.3	95.5
 <b>Flagship Area 6:</b> Regional rail services / Innovative rail services to revitalise capillary lines	82.3	37.7
 <b>Flagship Area 7:</b> Innovation on new approaches for guided transport modes	15.7	7.3
<b>Total</b>	<b>1046,5</b>	<b>543,3</b>



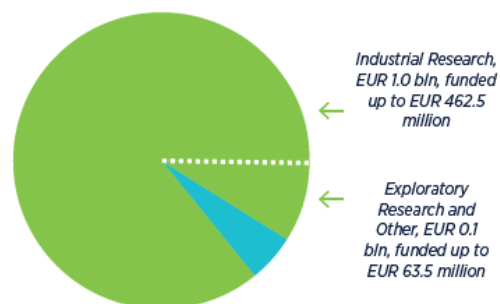
## TRANS4M-R



**Budget**  
The total value of the Programme is estimated at EUR 1.2 bln:

System Pillar: EUR 58.8 million, funded up to EUR 50.0 million

Innovation Pillar: EUR 1.1 bln



- Ein Konsortium mit 71 Partnern
- Ausgewogenes Verhältnis zwischen Hersteller, Eisenbahnverkehrsunternehmen - Betreiber und Wagenhalter, KMU, Hochschulen und Forschung

”

THE SECRET TO CHANGE IS TO FOCUS ALL  
YOUR ENERGY NOT ON FIGHTING THE OLD,  
BUT ON BUILDING THE NEW.

SOCRATES

POLICY-MAKERS HAVE TO CHOOSE  
BETWEEN PROTECTING THE PAST FROM  
THE FUTURE, OR PROTECTING THE FUTURE  
FROM THE PAST.

TIM O'REILLY



# DER WEG ZU 30% - EINE NOTWENDIGE TRANSFORMATION

## DIE SCHIENE ALS RÜCKGRAT DES GÜTERVERKEHRS – GANZHEITLICHE BETRACHTUNG



### Häfen

- Das Tor zur Welt

### Modulare Systeme

- Anpassungsfähigkeit

### Digitale Plattform

- Neue Zusammenarbeit

### Intelligente Infrastruktur

- Stellwerk in die Cloud

### Konsequente Raumplanung

- Laden – Entladen - Umladen

### Integriert in die City-Logistik

- Kombiniert und multimodal

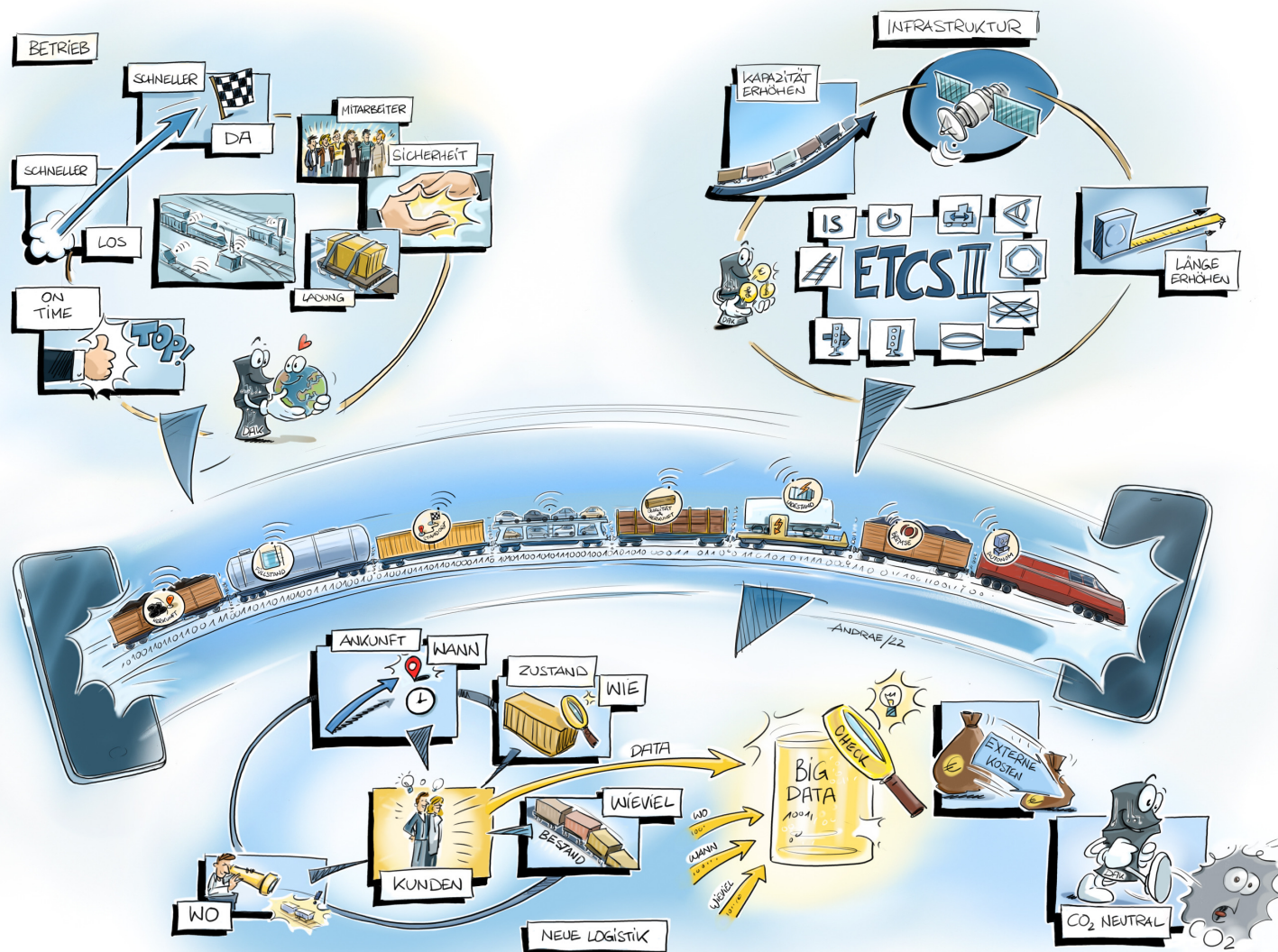
### Digitalvernetzt im Zugsverband

- Full Digital Freight Train Operation -  
**FDFTO**



# DIE ZUKUNFT IST DIGITAL

## DIGITAL AUTOMATED CONNECTED: VORTEILE IM SYSTEM UND FÜR DIE GESELLSCHAFT



### Betrieb

- “Schneller”
- Sicherer
- Länger/Schwerer

### Infrastructure

- ATO über ETCS
- Mehr Kapazität
- Weniger bauen

### Assets

- Zustandbasiert
- Attraktiv
- Erhöhte Verfügbarkeit

### Kunden

- Zuverlässige Transporte, schnell, real-time
- Effizientes Ladungsverkehrssystem bereit für Verlagerung
- Vollintegriert in die supply chain

# DANKE FÜR IHRE AUFMERKSAMKEIT



Austria



Belgium



Czech  
Republic



France



Germany



UK



Hungary



Italy



Netherlands



Poland



Slovak  
Republic



Spain



Sweden



Switzerland

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