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ScanMed RFC | Brenner axis Task Force (TF)

Joint Coordination of Traffic and Capacity

ScanMed RFC | RAG-TAG Digital edition

12-Nov-2020

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Rail Transport | Facts and figures (Rail vs Road)

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Tabelle 2: Entwicklung des Güterverkehrsaufkommens über den Brenner[5] 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), Abteilung Finanzierung, Alpenquerender Güterverkehr in Millionen Nettotonnen, 2018

Rail Transport | Facts and figures (Rail vs Road)

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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%.

Rail Transport | CNC & Terminals‘ plans

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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.

Combined Transport | Facts and figures

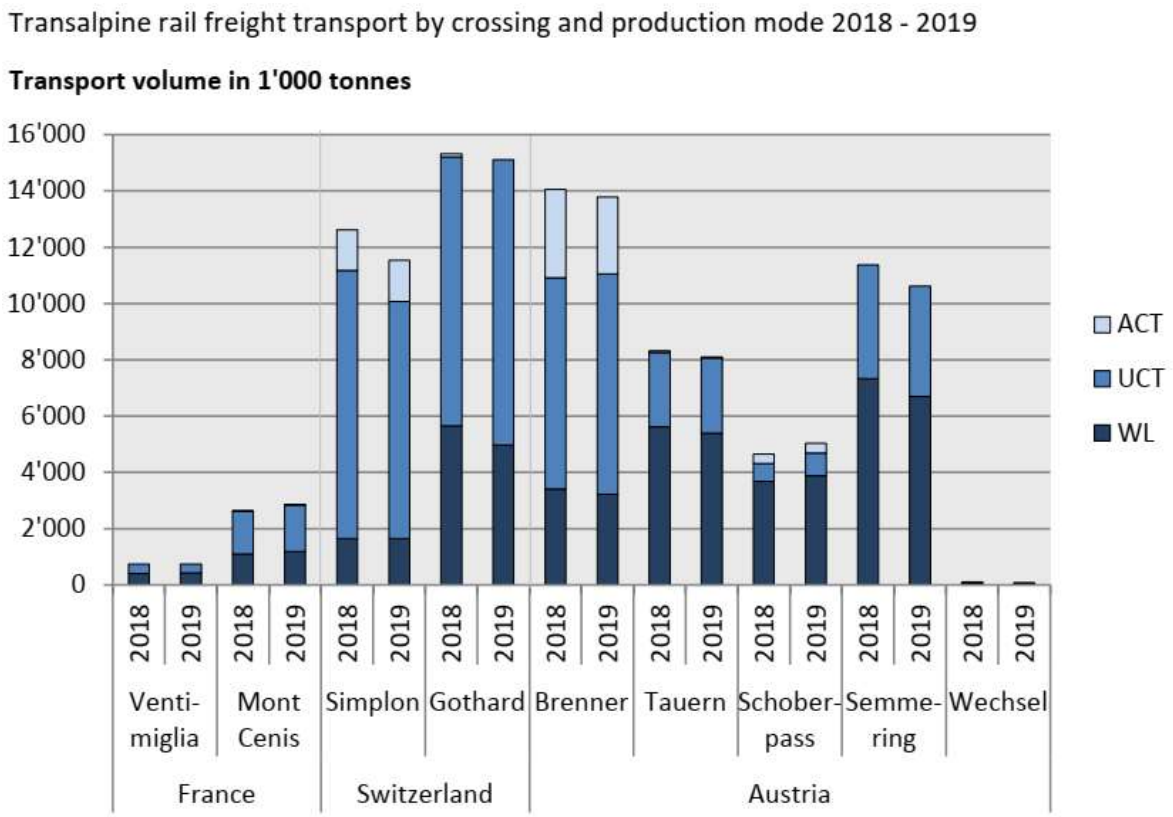
Facts and figures

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.



Data source: 2020 alpine traffic observatory

Combined Transport | Terminals & CNC plans

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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."

ScanMed RFC | Brenner Axis Task Force… act now !

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❖ **Concept**

Visibility along the whole Brenner axis would help to anticipate shortages and bottlenecks… -> better quality.

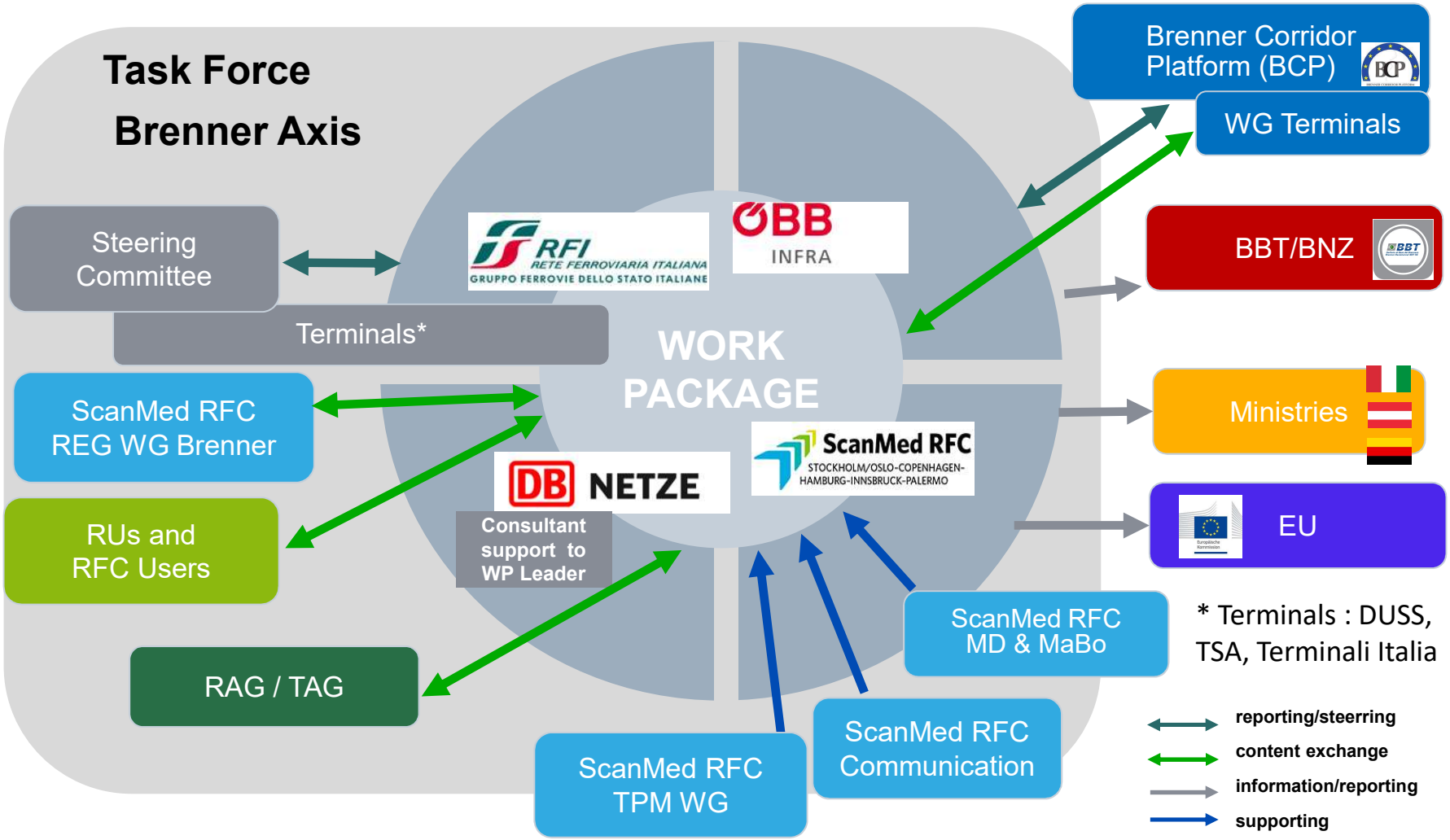
❖ **Actions**

✓ Coordination / Supervision - 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 End-to-End approach applied to capacity offer, processes harmonization and performance measurement is one of the objective.

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

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BRENNER CORRIDOR PLATFORM

BCP
BRENNER CORRIDOR PLATFORM

Measures/State of Work:

ScanMed TF Kick Off Meeting 28-Feb

- ✓ Recommended that RFC ScanMed WP 01 involves terminal managers, if „traffic management" expands to the terminals
- ✓ Proposed to avoid a 2nd working group on „terminals" but treat eventually open aspects in the existing BCP WG Terminals
- ✓ Comparison of the tasks which are already covered by the BCP study and those which should be added

First proposal for terminal project - to be reviewed and finished at kick-off meeting in January

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Work Package 2

1 Analysis of Status Quo 01-03/2020

- ✓ Take stock of status of work of BCP
- ✓ Identify relevant traffic areas for Brenner and identify terminals **#21**
- ✓ Review traffic today, traffic forecast, capacity, capacity extension plans per terminals **#55-57** **#31** **#40**
- ✓ Identify capacity shortages and respective time frames **#45**
- Analyze capacity of connecting lines to Terminals (also consulting with WP 2) **-> WG Infra**
- Review processes Terminal-IM, Terminal-RU, Terminal-Trucks **-> WP 01**

2 Develop Solutions 04-07/20

- ✓ Develop options for capacity increases by improving processes (last mile connection, information exchange, landside) **#64**
- ✓ Develop options for increasing capacity with investments **#59-60**
- ○ Develop approach to speed up planning and construction
- ✓ Develop proposals how to improve the connectivity of Terminals **#33**
- ✓ Review together with BCP
- ...

3 Prepare Implementation ...

- ✓ Coordinate with BCP
- ✓ Gain support from ÖBB, RFI and DB
- ✓ Discuss with MoTs
- ○ Include where possible in national investment plans or look for special programs
- ○ Identify instruments securing financing
- ...

Scope: Capacity of Terminals and Connect

✓ Done
21 page in the presentation
○ Open
-> WG Infra and Capacity of BCP
-> WP 01 Group of RFC ScanMed

Steps taken and Status Quo analysis progress

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- **Work Package 1 fully configured**

  - (participants, meetings, representation of SteeCo-members)

- **Status-analysis in progress**

  – early findings available

Infrastructure and traffic
Organisation and responsibility
Operational workflow
Monitoring, systems and tools
Capacity management – short term
Punctuality
Permanent deviations and wastes in the status quo

First results of the National analysis of the current situation

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An extract from the IMs‘ analysis…

For execution, train data must always be transmitted by the RU to the IM before the train journey and must be available in the IM-system

Precise planning and information transfer is essential for the automated handling of train traffic, especially at borders

There is sometimes lack of information or coordination on minor works in the border area

Unscheduled stops at the Brenner station and execution of unscheduled activities are under investigation

An optimized and structured communication procedure and channel is under investigation.

Neighbor-IM does not always have an up-to-date picture of the operational situation (delays, disposition measures)

The communication should be effective under all conditions (e.g. when the planner of “ÖBB Produktionsvorbereitung Brenner” is absent)

An area of improvement is the data exchange between IM and Terminal systems

Quick-wins for Pilot Project ramp-up

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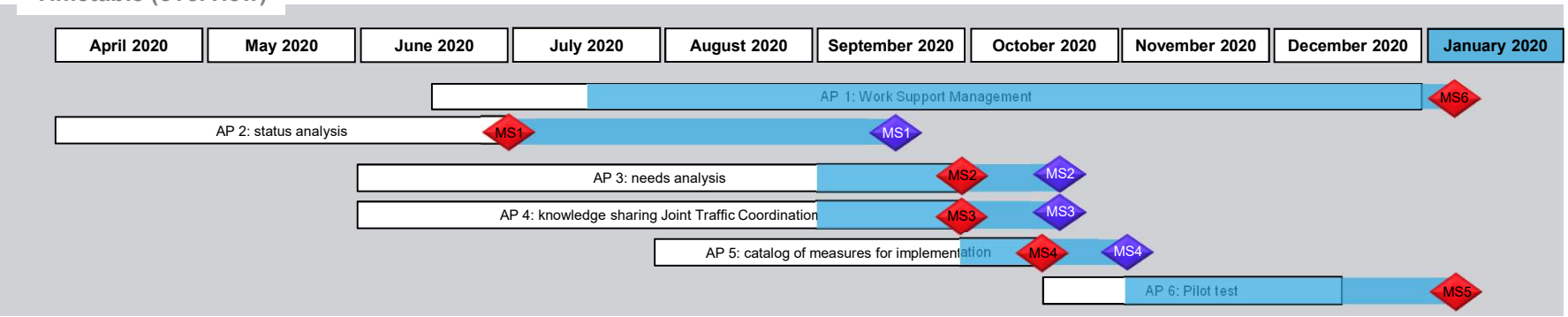
Argomenti	Azioni
Comunication	▪ Preparation of a structured communication procedure to cover cases currently not covered or that can be optimised.
IT Systems	▪ Check available functions and hypotheses of local developments or short-term integrations for RNE's Train Information System (TIS).
Works planning	▪ 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	▪ 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. ▪ The harmonization of the transmission of the sheet from RU to IM is investigated before the train travels and is visible in IT systems.

Next steps

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

Timetable (overview)



Start-up Q2-2020

Status-quo analysis

Operation knowledge sharing

Catalogue of measures

Involvement of Terminals, RUs, MTOs, Road Transport operators

Pilot Project launch Q1-2021

Contact details – ScanMed RFC

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Questions?

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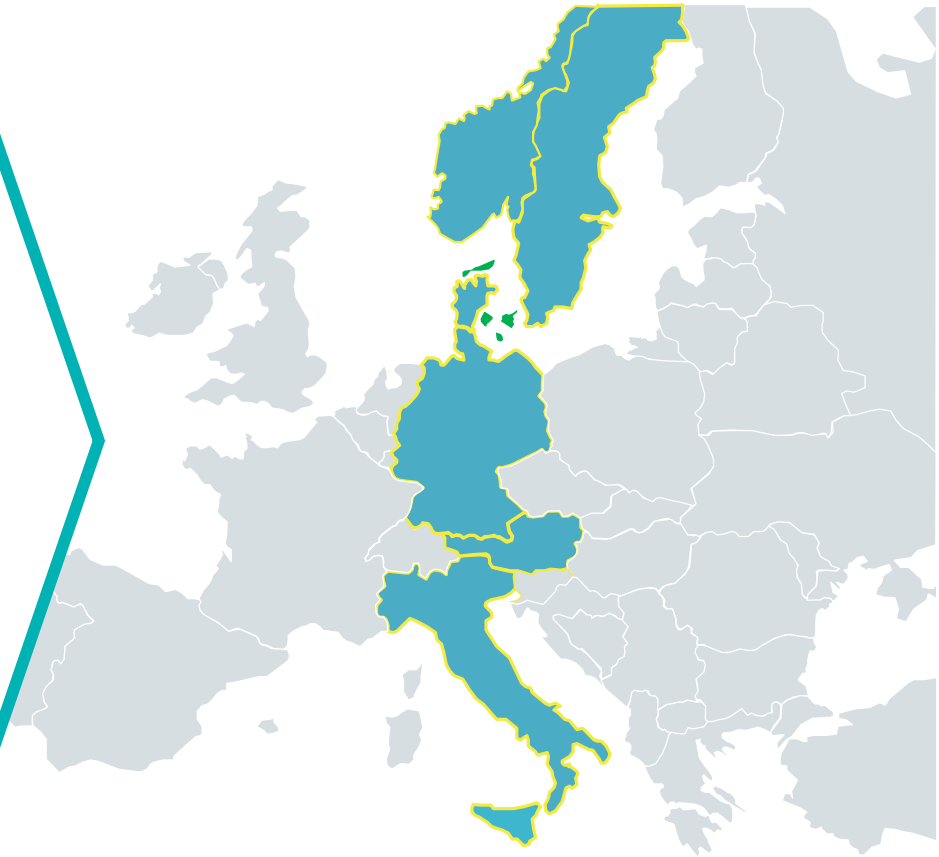

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