

European Rail Infrastructure Managers (EIM)



EESC Public Presentation on European freight corridors

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European Rail Infrastructure Managers

Created in April 2002.

10 members: Finland, Sweden, Norway, Denmark, the Netherlands, Belgium, the UK, France, Portugal, Spain

41% of EU+EFTA lines

49% of EU+EFTA rail passengers

34% of EU+EFTA rail freight

Social dimension: direct and indirect employment of over 250.000.

Total investments of 11.9bn (2008 fig.)



Our Mission

- Improve the development of the rail transport mode
- Act as a lobbying organisation towards the European Institutions and together with the industry
- Provide our expertise to the appropriate bodies including the European Rail Agency (ERA)



Our Vision

- Create an intra- and intermodal level playing field
- Promote the development of rail traffic
- Provide an efficient cost effective and open rail network
- Allow infrastructure managers to operate in an independent and non-discriminatory manner to facilitate optimisation of overall system cost and performance



Freight Regulation - EIM Position

EIM supports:

- Market-oriented definition and management of corridors
- Important role given to infrastructure and terminal managers
- Development of implementation plans, performance indicators and performance schemes
- Introduction of the authorised applicant principle on the freight corridors

EIM has concerns over:

- Definition of corridors
- Definition of rigid priority rules (for capacity reserves and traffic management)
- Mandatory use of One Stop Shops

EIM regrets:

A missed opportunity to exploit the full potential of:

- Regulatory bodies
- Existing RailNetEurope and ERTMS corridors

Corridors in Romania - RETRACK



RETRACK Rail freight shuttle

- Objective: offer a weekly rail freight service NL – RO in 80 hours
- Different stops in EU possible, according to market demands

RETRACK Rail markets

- Maritime containers
- Continental loading units
- Chemical sector
- Bulk sector

Rotterdam

Largest EU container port
2007: 10,8 Million TEU (+12%)
Gateway to North-Western Europe

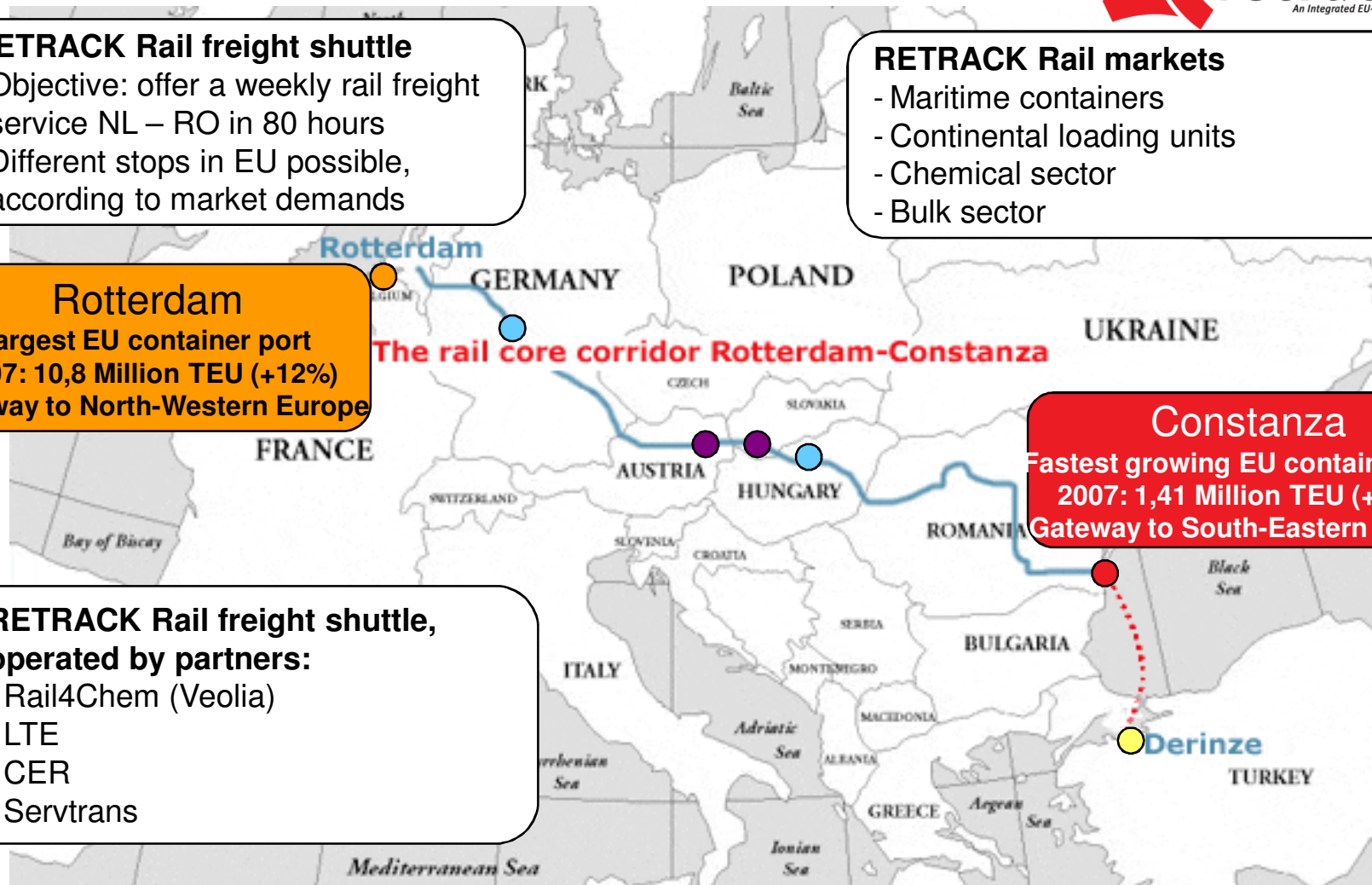
The rail core corridor Rotterdam-Constanza

Constanza

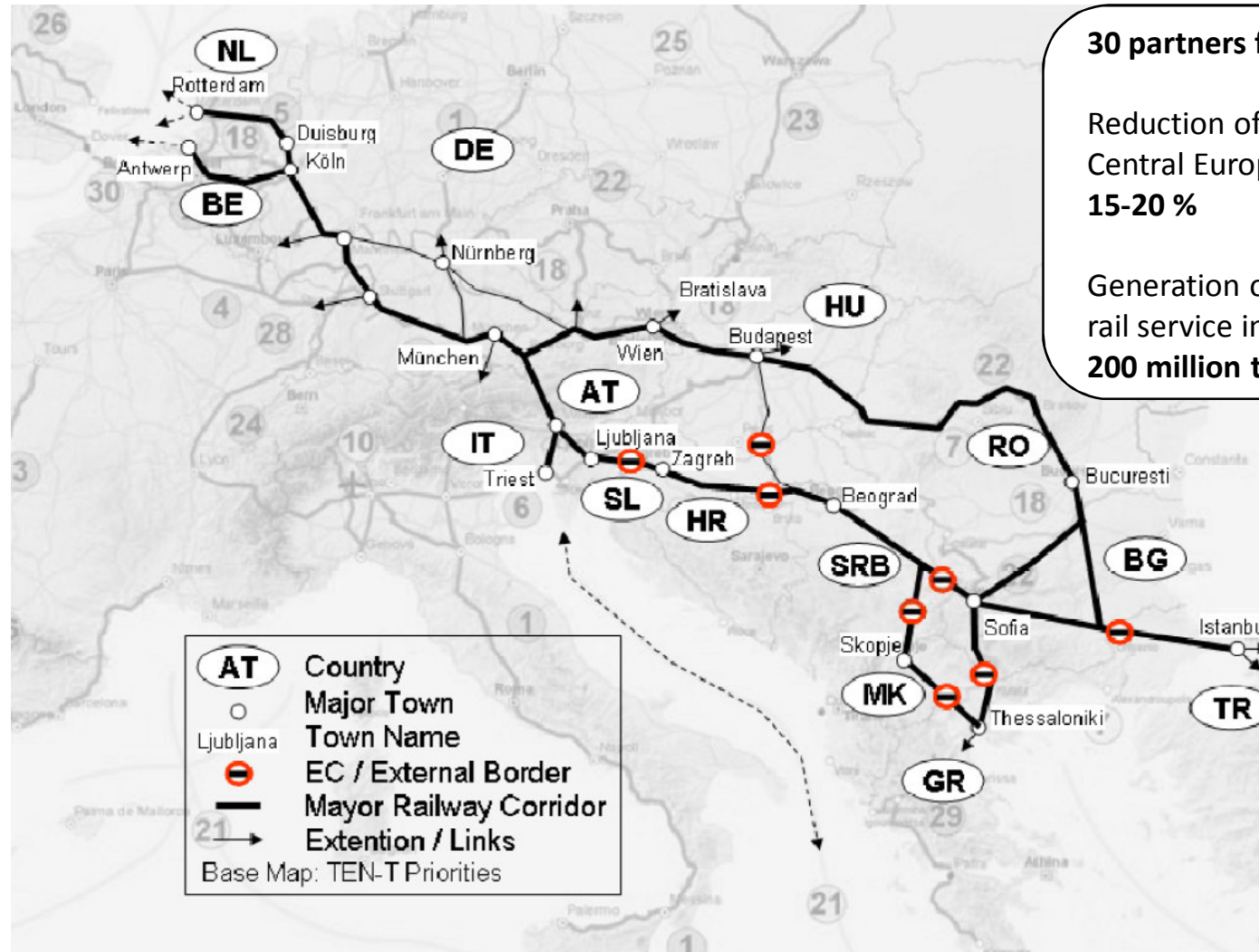
Fastest growing EU container port
2007: 1,41 Million TEU (+36%)
Gateway to South-Eastern Europe

RETRACK Rail freight shuttle, operated by partners:

- Rail4Chem (Veolia)
- LTE
- CER
- Servtrans



Corridors in Romania - CREAM



30 partners from 14 countries

Reduction of transit time between
Central Europe and Turkey/Greece by
15-20 %

Generation of additional volume for
rail service in the region of at least
200 million tonne km

Supporting Innovation in Rail Freight

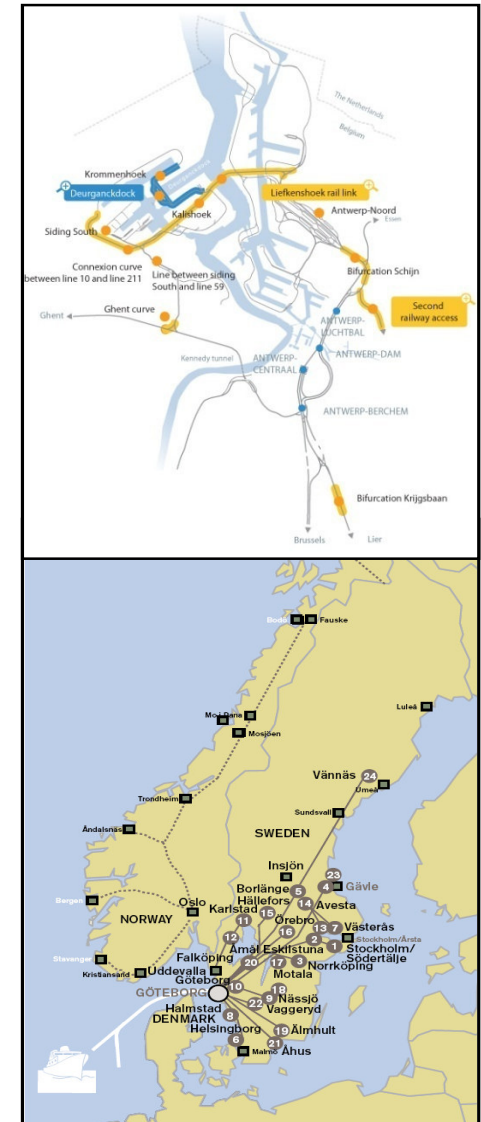
Developing Port-Hinterland Connections

Port of Antwerp

- Infrabel is investing €800 million to reduce journey times and increase capacity in the Port of Antwerp

Port of Göteborg

- BV is cooperating with rail and terminal operators to develop Fast-Freight Shuttle connections between Göteborg and inland terminals, reducing costs and pollution and improving service to customers



Improving Performance on Corridors

European Task Force between the Infrastructure Managers

Goal: To allow technical, operational and safety discussions and agreements on:

- Harmonisation of administrative procedures,
- Conditions of use of infrastructure,
- Priority rules,
- One-stop shop for cross-border path allocation

The Task Force will be:

- A light flexible non structure
- Operationally oriented
- With effective short objectives
- With operational defined objectives



Facilitating future growth in rail freight

Other measures supporting rail freight

- Need for certainty on funding: Multi-Annual Contracts
- Helping new entrants get into the market
- Non-discriminatory access to terminals and facilities
- Interoperability measures to facilitate cross-border operations along corridors
- Internalisation of external costs

Thank you for your attention

www.eimrail.org

