

TTR

- a detailed
call for action

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IRG Rail Forum



SBB Cargo International

**The future in our sights.
Guaranteed smooth-running processes.**



Founding in 2010

Headquarter in Switzerland

Licences in NL, DE, CH, ITA

40% market share transalpine rail traffic

800 employees, 145 locos, 700 trains/ week

Member of FTE, RFF, NEE, ERFA

Services

Eco-friendly, safe and economical.



Combined transport

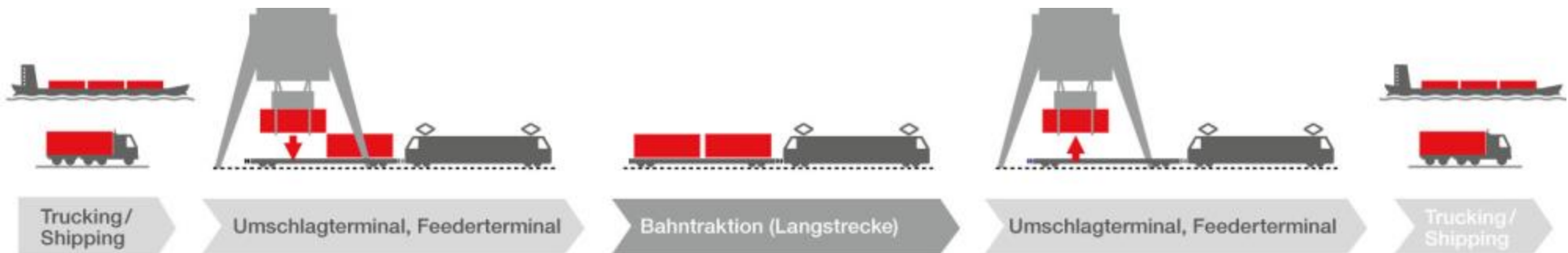
- combined (Rola = rolling highway)
- unaccompanied

Block trains

- new vehicles
- bulk goods

Ad-hoc services

unscheduled and at short notice

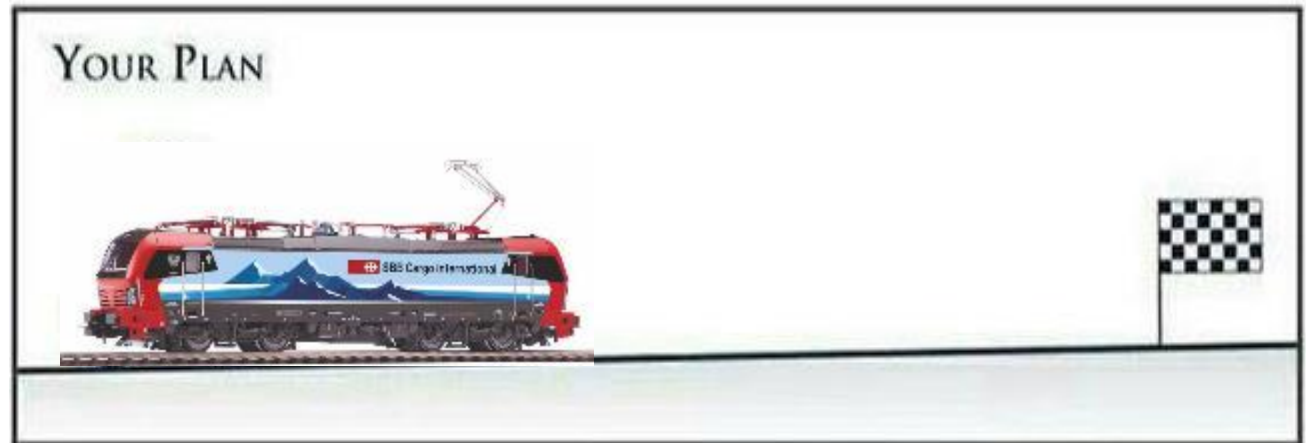


Current situation

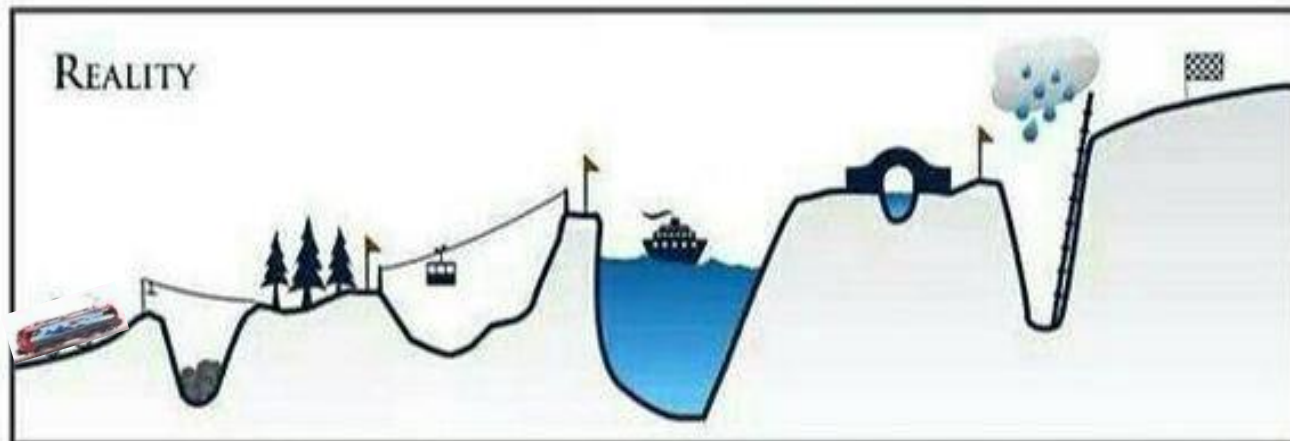
Freight RUs

Political expectations

- growth
- Modal shift
- Quality
- Innovative & sustainable
- simple



VS.



Obstacles

- Lack of capacity
- Marginal cost expectancy
- Growing disturbances
- Persistence of System
- High national diversity

Potential new markets

bottlenecks will continue to limit capacity for a long time



Small measures for capacity and stability often fall through financing system of national MoTs.



Capacity alignment is only a first step to foster international rail freight

To ensure European rail freight flows in the future, the sector needs

- a European capacity model defining required freight transport capacity along the vision of modal shift
- international capacity coordination between national MoTs/IMs/ABs guaranteeing harmonized capacity in
 - Trains per hour
 - with defined times at neuralgic locations (e.g. border crossings)
- new capacity allocation rules on routes with capacity shortage according to defined capacity needs (today passenger traffic has a systematic advantage, pre-arranged corridor paths are not sufficient for international transport needs)

Dimensioning I

Planning II

Safeguarding III

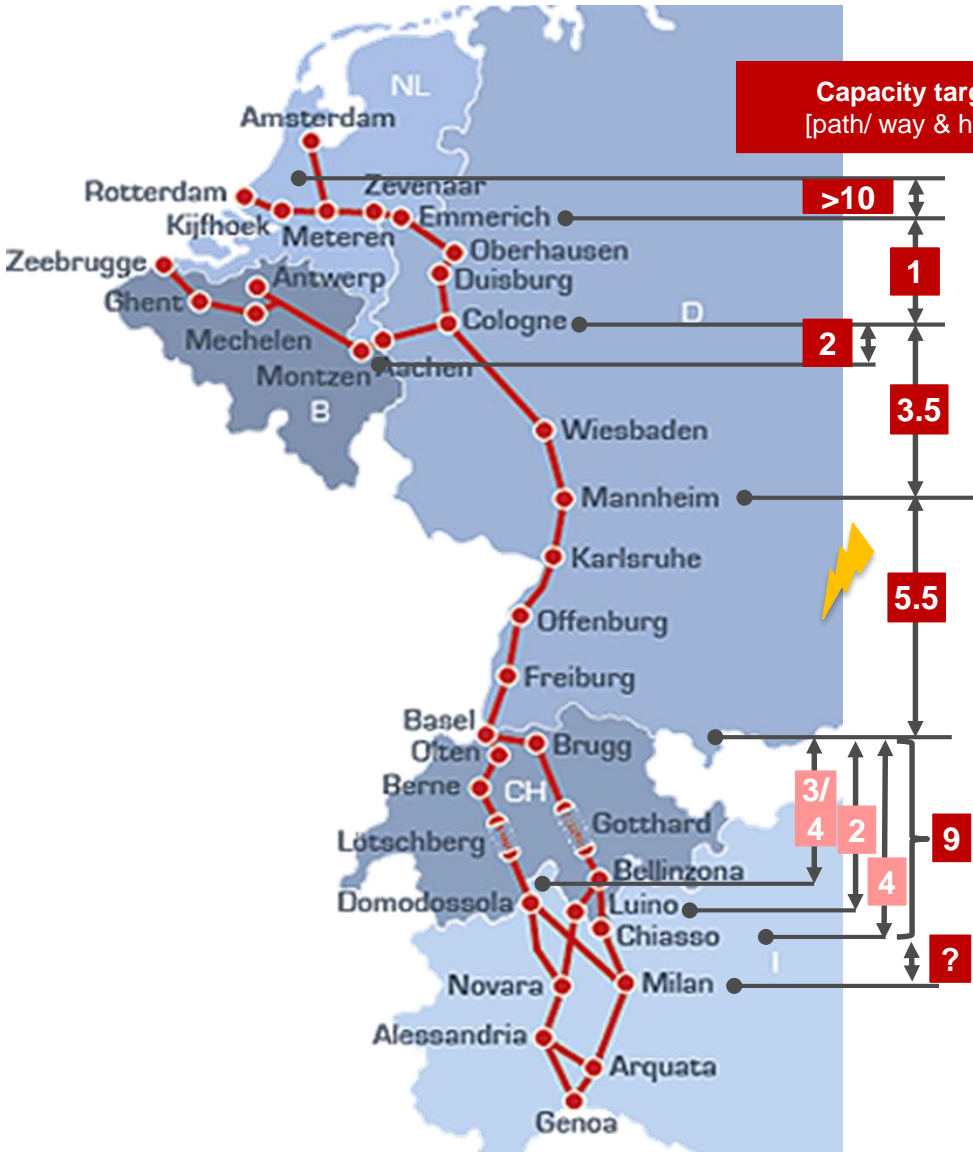


As an example: Switzerland has introduced NUC / NUP

Capacity target on the corridor needs to be aligned regarding **dimensioning** throughout national member states.



Capacity target
[path/ way & hour]



What we know today:

- Rhine Axis with approx. 200 paths/day almost fully used *today*
- Realisation target picture 2030 (DE-Takt) will be earliest 2040+
- 25% reduction of capacity starting 2026 ff.
- Longterm capacity delta of 5,5 compared to 9 - 10 paths per hour
- Capacity loss due to growth of passenger traffic not yet considered!

*long term view capacity planning of SBB Infrastructure/ BAV capacity target DE-Takt BMVI; 7

For maximum capacity utilization national horizons need to be shifted to international capacity **planning.**



- Rush hour on mixed network 6-9 a.m. & 5-7 p.m.
- Existing fixed line closures Betouwe route on Sundays



- Rush hour on mixed network 6-9 a.m. & 5-7 p.m.
- Planning of introduction of fixed line closure concept for maintenance



- Rush hour on mixed network 6-9 a.m. & 5-7 p.m.
- Fixed Gotthard tunnel closure: Sa/Su, Su/Mo, (Mo/Tue) nights
- Discussions about a swiss-wide concept



- Rush hour on mixed network 6-9 a.m. & 5-7 p.m.
- IPO concept: fixed line closures on each route
 - Chiasso
 - Domo
 - Luino



Fixed maintenance windows and peak hour periods in every country block transport streams.

Running international trains is hindered by non-aligned TCRs, changes due to TCRs put customer commitments at risk



Planned track work for smaller construction sites is planned by national infrastructures or even districts of national infrastructures.

If many sites occur at once

- accumulated effects of delays can not be calculated by RUs along the whole corridor anymore
- planning with partner Rus (for rerouting via an alternative country) is hindered by uncertainties
- customers can not be informed about new ETA
- National information deadlines are not sufficient for clarification with partners / customers, if effects are accumulating

Stable paths commitments are expected if TCR procedures and actual planning's are aligned and well ahead

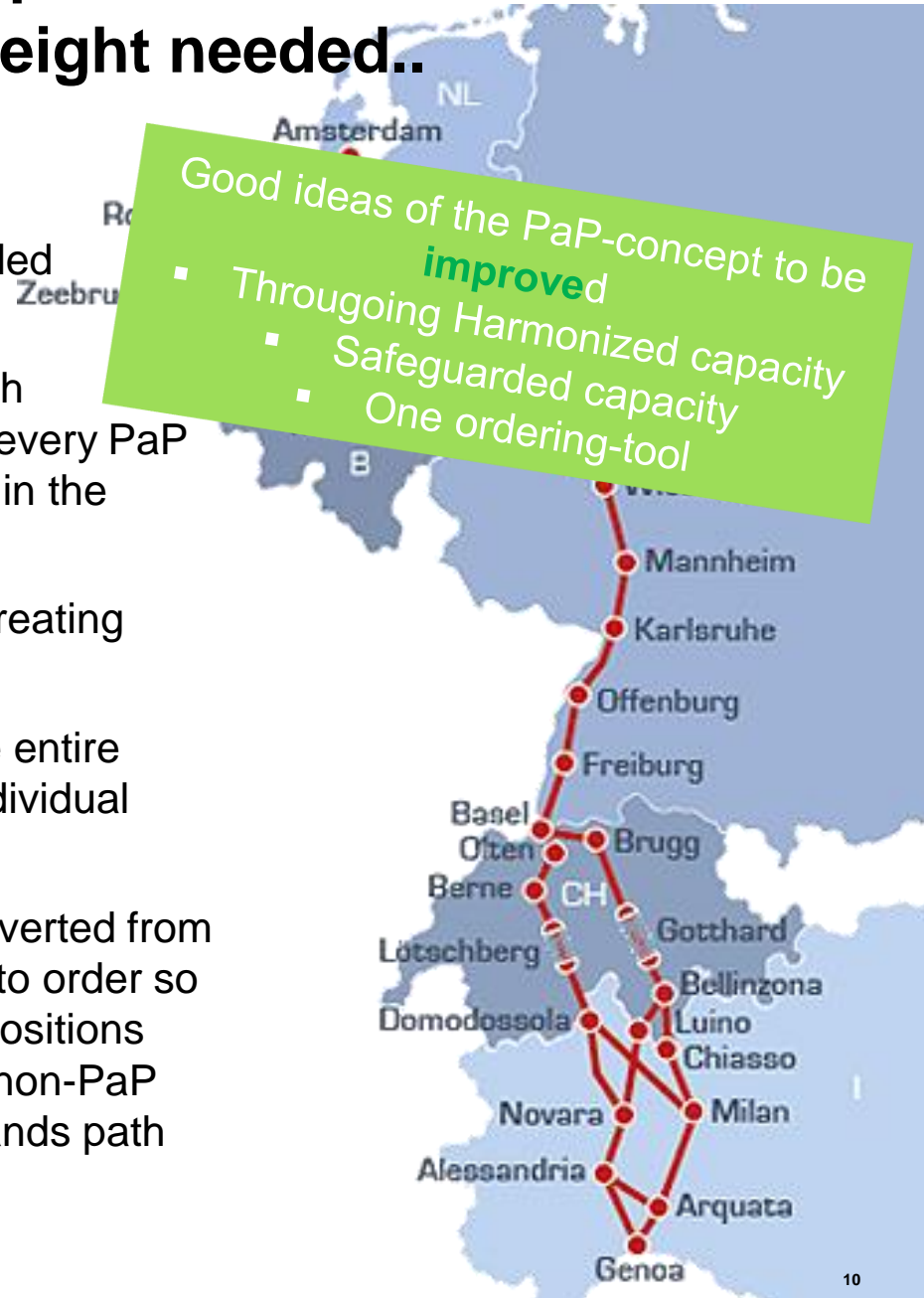


PaP - further development in **safeguarding** capacity for freight needed..

- PaPs represents only a small percentage of the needed international capacity to meet market needs.
- PaPs are arranged using average parameters for path construction and this means in practice that virtually every PaP has to be modified in order to suit RU needs later on in the yearly timetable.
- PaPs on attractive stretches are often overbooked, creating additional work in the allocation process.
- Only a very small proportion of trains travel along the entire corridor and therefore the majority of trains needs individual connecting paths instead of PaPs.
- The PaPs that are being ordered are often those converted from existing lengthy paths that the RUs had been forced to order so that they could offer their customers the same train positions once again. Or PaPs where no capacity for offers of non-PaP paths at the required time frame is left (e.g. Switzerland's path catalogue).

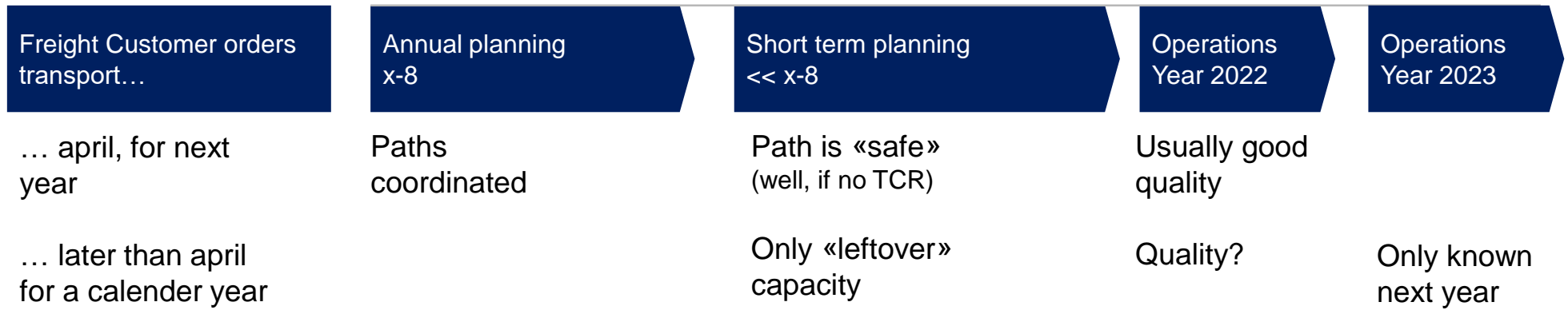
Good ideas of the PaP-concept to be **improved**

- Througoing Harmonized capacity
- Safeguarded capacity
- One ordering-tool

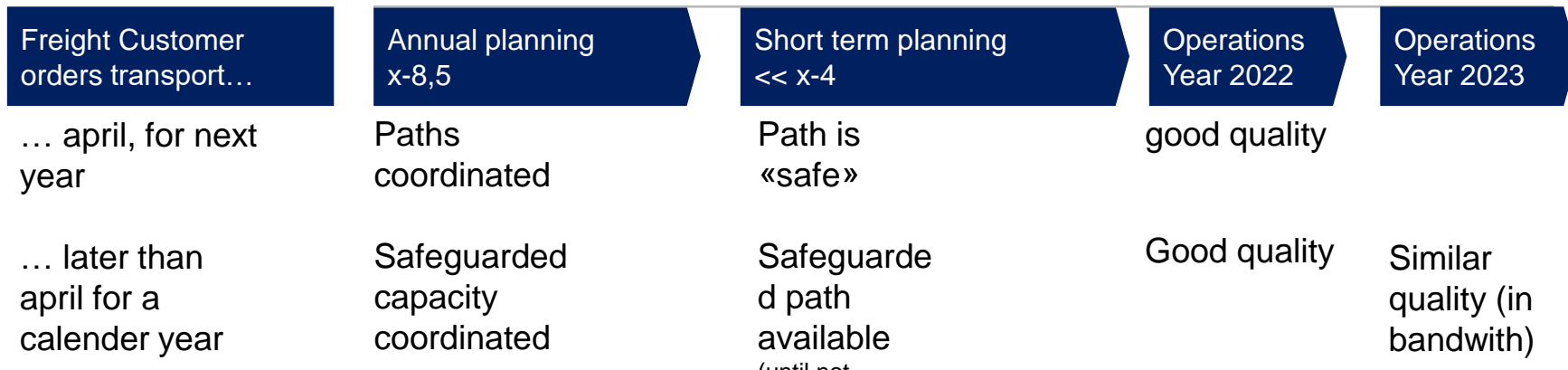


Allocation today's timetable process is “one size fits all” – but freight customers are different

Current challenges in rail freight: customer vs timetable



 customers need transport commitments at/ for any timespan, rail can only commit in artificial “timetable years”



Multiannual, rolling, safeguarded (internat.) capacity allows RUs to order capacity when needed by its customer!

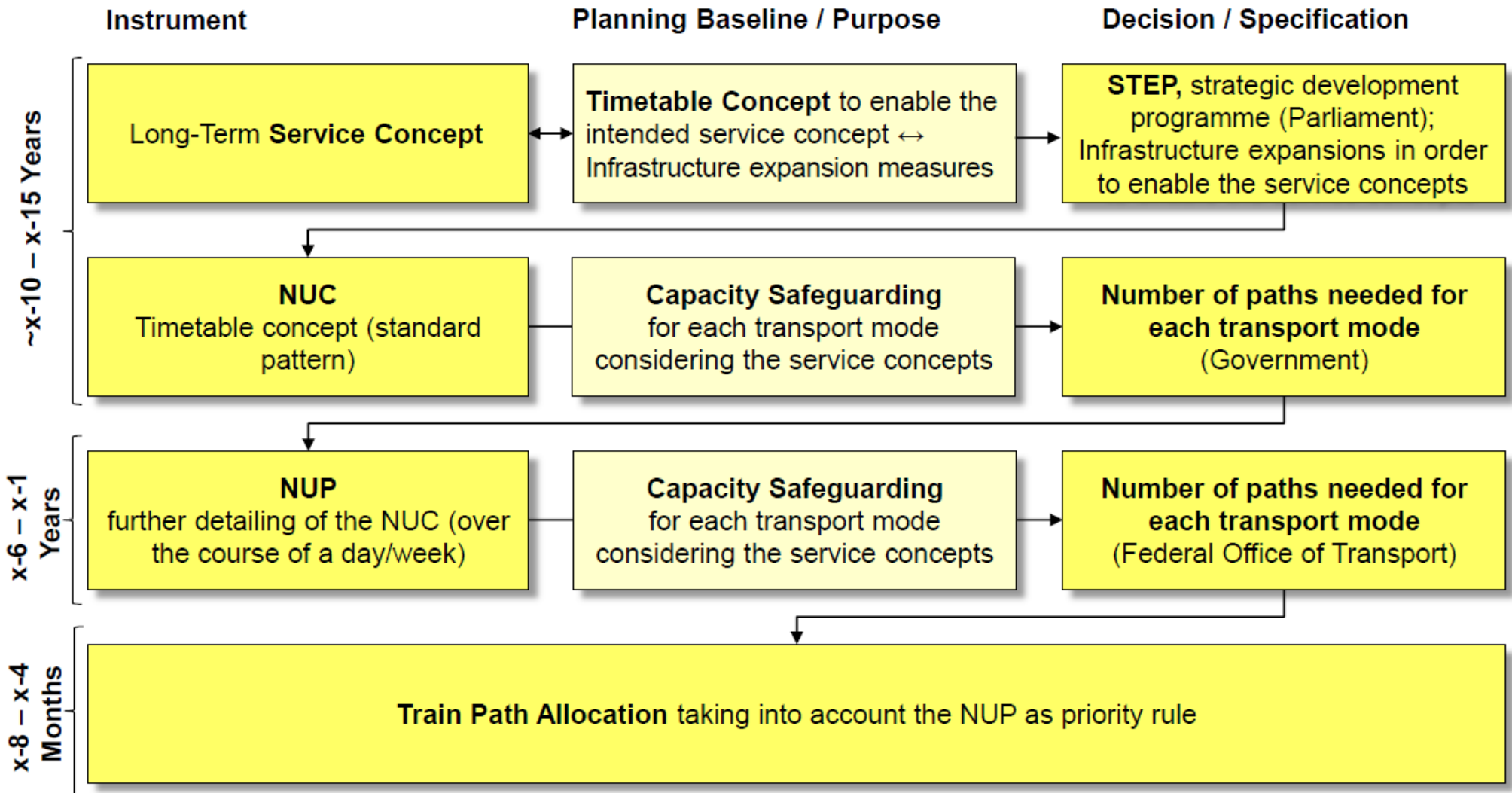
First steps towards safeguarding of minimum capacity - an example from Switzerland

Revision of the Swiss Railways Act

(within the scope of the revision of the Goods Carriage Act)

- In the planning of the network use, the different transport modes (passenger and freight) are treated on an equivalent level
- The parliament decides on network extension measures; its intension is not the construction project but the transport offer enabled thereby
- Aim of the new priority rule: Enabling the intended timetable concepts
→ Safeguarding the necessary train paths in term of number and quality for each transport mode
- Changes in the usage of the network are a conscious political decision, as was the case when deciding on the network extension
- Implemented by the new instruments Network Usage Concept (NUC) and Network Usage Plans (NUP)

Overview Instruments NUC and NUP



Change is required at RUs too – in own processes, tools and competences

What does an RU need to do?

Process

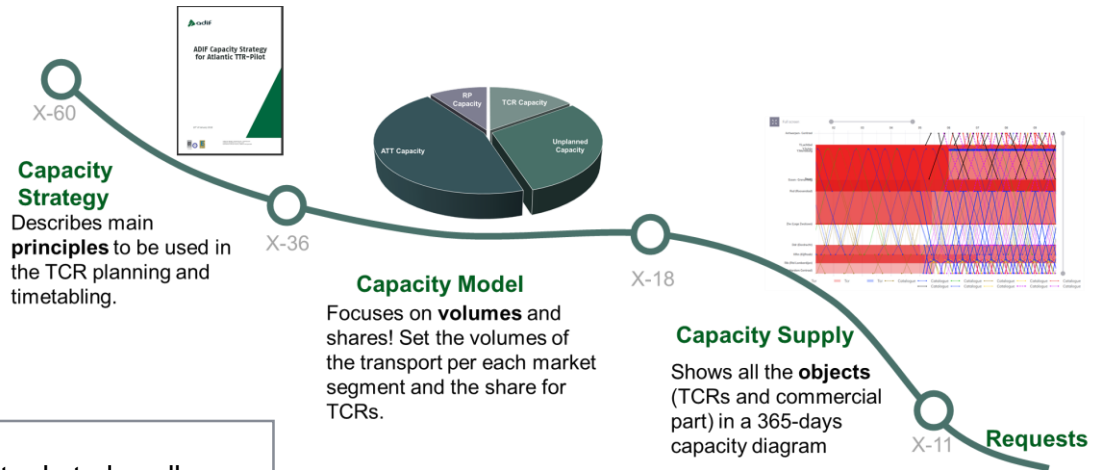
- ✎ Adapt own processes for timetabling and production
 - ✎ May be even shift holiday times...
- ✎ Adapt sales processes
- ✎ Harmonise not only path requests but also input into capacity model

Tools

- ✎ Adapt tools to handle new capacity products
- ✎ Link to new European IT landscape

Competences

- ✎ Capacity modelling input requires new forecast abilities
- ✎ Learnings on how different timetabling processes work (trust on new process)



Regulatory Bodies could support the customer view towards IMs – also on European level

What does an RU expect from Regulatory Bodies?



- ☒ Align European-wide for
 - ☒ Timetabling processes
 - ☒ TCR processes
 - ☒ Capacity modelling rules
 - ☒ Allocation rules?
- ☒ Be prepared to check IMs decisions – it will be a learning curve for all
- ☒ Assist IMs towards member states for early TCR financing
- ☒ Assist RUs towards member states for adaptations of national law where needed

RUs expect a major facilitation of their business by better utilisation of capacity

Core expectations from RUs to IMs/TTR

- 🚂 Earlier final and stable path offer
- 🚂 Capacity available when needed by end-customers (long term and short notice)
- 🚂 Multiannual path/ capacity commitments
- 🚂 Overall alignment in capacity dimensioning – planning – safeguarding and allocation
- 🚂 Early TCR planning with detailed path calculations well ahead
- 🚂 Harmonized digitized processes, rules and harmonized execution with all neighbouring IMs within one IT system/ tool.



Many thanks

For your attention.



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