

## FERRMED Conference

# HOW TO SOLVE THE STAGNANT RAIL FREIGHT SHARE IN THE EU: +FIRRST IS THE SOLUTION

## ¿CÓMO RESOLVER EL ESTANCAMIENTO DEL TRANSPORTE FERROVIARIO DE MERCANCÍAS EN LA UE? +FIRRST ES LA SOLUCIÓN

6<sup>th</sup> June, 2024

SIL BARCELONA 2024

### FERRMED FAST, FLEXIBLE, INTEGRATED RAIL-ROAD SYSTEM OF TRANSPORT (+FIRRST)

#### WHY +FIRRST?

In more than 20 years the rail's share of land freight transport in the EU is fully stagnant in about 18%.

The main reason is due to the incursion of efficient trucks in a dense network of well-designed motorways all over the EU.

In the nineteenth century and during the first half of the twentieth century the single wagon railway transport system was very common all over Europe, but after about 1950, the truck began to gain significant popularity due to the increased flexibility, shorter transit time and, in many cases, better prices.

Nowadays, railways are practically only used for point-to-point transport with complete trains. Single wagon procedures are used for bulk products, mainly mining and chemicals, but not for manufactured or agrifood products. For perishable products and those involving manufacturing processes, which require just-in-time deliveries, railway performance is not in line with shippers' requirements. Some exceptions still exist in countries with very high freight train density, that allow forming trains to final destinations at reasonable frequencies. But the system remains too inflexible and slow for the demands of the market.

The only way to achieve the EC targets of road traffic transfer to rail is to incorporate a system that can move isolated truck semi-trailers, swap-bodies and containers (ILUs) from and to different destinations in a fast, flexible, integrated rail-road system of transport (+FIRRST). It is a novel way of organising intermodal rail-road transport in the form of "Mobility as a Service" (MaaS).

+FIRRST is an integrated combined transport system fully aligned with the road (as the most flexible mode), able to meet in real time the demand in all locations (Origin/Destination of the transport chain and intermediate transfers).

## PROGRAMME (DRAFT)

<b>09.00</b>	<b>Registration</b>
<b>09.20</b>	<b>Opening Session</b> <ul style="list-style-type: none"><li>– Mr. Pere Navarro, Special Delegate of Spanish Government in Consorci de la Zona Franca de Barcelona</li><li>– Mr. Joan Amorós, FERRMED President</li></ul>
<b>09.30</b>	<b>+FIRRS SYSTEM presentation</b> <ul style="list-style-type: none"><li>– Mr. Efrain Larrea, Engineer, Senior Consultant, Logistics Manager, MCrit</li><li>– Mr. Joan Amorós, FERRMED President</li></ul>
<b>10:00</b>	<b>Round tables</b>  <u>First round table</u> <ul style="list-style-type: none"><li>– Mr. Marc Billiet, Senior Adviser, EU Goods Transport, IRU</li><li>– Mr. Godfried Smit, Secretary General, ESC</li><li>– Mr. Ralf-Charley Schultze, UIRR President</li><li>– Mr. Alberto Mazzola, CER President</li><li>– Mr. Alberto Grisone, Director Development &amp; Strategic Projects, HUPAC (tbc)</li><li>– Mr. Pablo García, Director General, SYNERGY</li><li>– Mr. Petros Papagiannakis, Director General, LFP Perthús</li></ul> Moderator <ul style="list-style-type: none"><li>– Ms. Alba Carré, CEO, CALSINA-CARRÉ, SL</li></ul> <u>Second round table</u> <ul style="list-style-type: none"><li>– Mr. Santiago García-Milà, Vice General Director of Innovation and Business Strategy, Port of Barcelona</li><li>– Ms. Fabienne Margail, Head of Hinterland Department, Port of Marseille</li><li>– Mr. _____, Port of Rotterdam (tbc)</li><li>– Mr. _____, Port of Antwerp (tbc)</li><li>– Mr. _____, DB Netz</li><li>– Mr. _____, SNCF Réseau</li><li>– Mr. José Estrada Guijarro, Director General de Circulación y Capacidad de Gestión, ADIF (tbc)</li></ul> Moderator <ul style="list-style-type: none"><li>– Mr. Joan Amorós, FERRMED President</li></ul>
<b>12.00</b>	<b>End of the Conference</b>

Language of the Conference: English



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