Promotion du Grand Axe Ferroviaire de marchandises
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.B.L.

20th anniversary

FERRMED CONFERENCE

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

Key Conclusions of Ferrmed Study of Traffic and Modal Shift Optimisation in the EU.

FERRMED FAST FLEXIBLE INTEGRATED RAILROAD SYSTEM OF TRANSPORT (+FIRRST)

PLEASE JOIN US ON WEDNESDAY, NOVEMBER 13, 2024, 9 AM

RESIDENCE PALACE, WETSTRAAT, 155, B-1040, BRUSSELS

MAIN CONTENT OF THE CONFERENCE

1. Why +FIRRST ?
2. +FIRRST basic requirements
3. Why do we require “SaI” and “SoR” trains, in addition to “PtP” trains?
4. +FIRRST operational procedure
5. Stakeholders Alliance to implement +FIRRST in the EU
6. +FIRRST key points for shippers and transporters. Socio-economic and environmental results
7. +FIRRST rollout plan: from Pilot test to gradual

EXPLANATORY BOOK OF THE STUDY (608 pages)

A copy of the book will be delivered to all participants

The point of view of:

- FERRMED Study development international team
- Stakeholders Alliance members
  - Transport, logistics and shippers Associations
  - Railway Infrastructure Managers
  - Logistics Operators
  - Intermodal terminals
  - Railway freight operators
  - Road transporters
  - Main Ports
  - European agencies

The conference will be conducted in English

Kindly RSVP to: bureau@ferrmed.com

FERRMED 20TH ANNIVERSARY 2004-2024

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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.

As FERRMED "Study of Traffic and Modal Shift Optimization in the EU" fully demonstrates, 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 organizing 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).

*"The EC notes that both these types of freight transport struggle to achieve economic viability. **Single wagonload** entails high costs due to its complex and multi-stage nature resulting from the need to **shunt wagons**, while short **block trains** do not benefit from **economies of scale** due to their lower number of wagons and the short distances they travel." 21/5/2024*

+FIRRST System and all conclusions of FERRMED's Study are fully alligned with the objectives and proposals of Mario Draghi's Report from September 2024 "*The Future of European competitiveness*": transport Proposal (item 1) "Improve infrastructure Planning with a primary focus on competitiveness as a complement to cohesion and evaluation towards multimodal transport" .

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WHY +FIRRST?

RAILWAY OPERATION

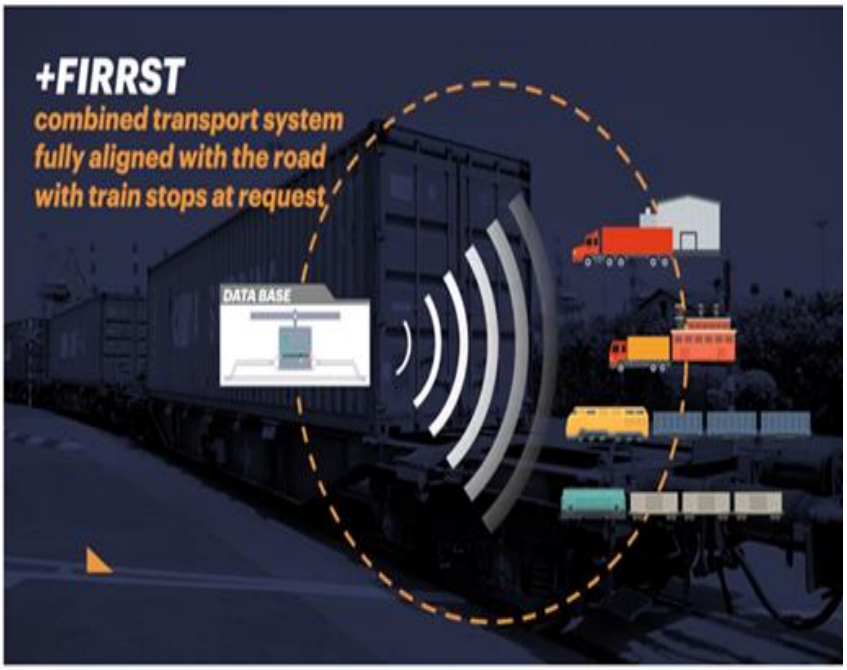
With +FIRRST we are moving from the concept of **isolated/single wagon** to **isolated/single ILU.**

Point to point trains could run at 100% average load.

Trains, which stop at intermediate terminals run with a high average load (90-95%). The remaining empty space (5-10%) can be used to allow slight unbalanced ILU's movements in the route and to cover emergency cases not scheduled at departure of the train in the origin.

Frequent services (at least daily) will mean reliable trains, and this will attract enough critical mass

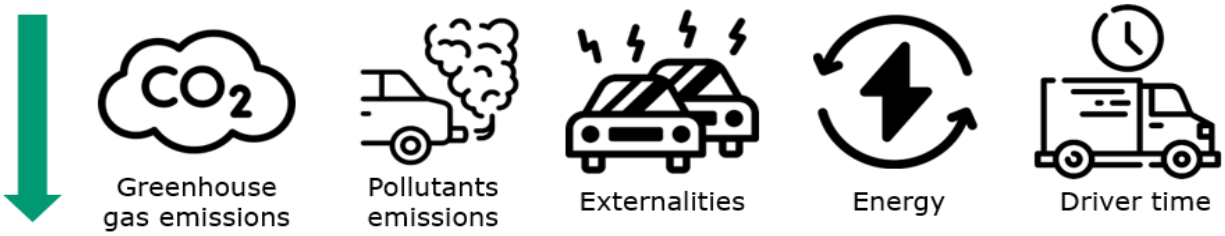
COMMON DATABASE



ESTIMATED SAVINGS

For each possible transport combination, the shipper and the operator automatically receive an estimation of the savings of the proposed intermodal route.

This covers all transport segments, including truck hauling to/from intermodal terminals.



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PROGRAM (DRAFT)	
08.20	**Registration and Welcome Coffee**
09.00	**Opening Session** • EC representative • EU Parliament representative • Involved Regions Representatives • FERRMED President
09.30	**FERRMED Study Main Conclusions and +FIRRST System Implementation** • **Study Main Conclusions and recommendations** ○ FERRMED Representative • **+FIRRST System** ❖ Why? ❖ Basic requirements ❖ Operational procedure ❖ Implementation plan: from pilot test to gradual implementation ○ FERRMED Representative
10:15	**Stakeholder's Alliance for the Implementation of the +FIRRST System in the EU** ❖ Objectives ❖ Membership criteria ❖ Governance Structure ○ ESC, FERRMED, IRU and UIRR Representatives
10:50	**Coffee Break**
11:10	**+FIRRST System implementation: Experts Point of View** ○ **Railway Operators and Road Transporters, Logistic Operators and Shippers** ❖ ***Question:*** *Challenges and benefits of +FIRRST: Common data base, route evaluation and determination*. • **Speakers:** CALSINA CARRÉ, CAPTRAIN, HUPAC, IRU (International Road Union), CERTIFYDOC, SEAT (Volkswagen Group), SYNERGY, … • **Moderator:** ESC Representative ○ **Railway Infrastructure Managers** ❖ ***Question:*** *Rolling planning and paths requirements for +FIRRST implementation. Ptp, Sai, Sor trains* • **Speakers**: DB Netz, PRORAIL, SNCF Réseau, INFRABEL, ADIF, CFL, … • **Moderator**: LFP Perthus ○ **Intermodal Terminals and Main Ports** ❖ ***Question:*** *Challenges and benefits of +FIRRST: ILUs virtual marshalling* • **Speaker**s: BEST, CIMALSA, DELTA 3 Terminal Dourges, Port Rotterdam, Port of Antwerpen-Brugge, Port of Duisburg, Grand Port Marseille-Fos, Port of Barcelona, … • **Moderator**: UIRR Representative ○ **Business Associations** ❖ ***Question:*** *Socio-economic and environmental advantages of +FIRRST* • **Speakers:** ACEA, Business Europe, CLEPA, SME United, UNIFE, … • **Moderator**: Foment del Treball ○ **European Agencies** ❖ ***Question:*** *European integrated Rail-Road coordination and economic* Funds +FIRRST implementation. • **Speakers**: DG MOVE, DG CLIMA, BEI, ERA, CER, UIC, … • **Moderator**: IRU Representative
13.45	**Closing remarks**
14:00	**Networking Lunch**

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With the collaboration of:

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