

Action Plan

(Final version as agreed upon at the 3rd workshop in Berlin on 28/29 October 2002)

Action Plan aimed at achieving, by 2005, an increase in trans-alpine rail freight and, in particular, combined transport in the Germany-Austria-Italy corridor

Preamble

For decades goods transport across the Alps has been under particular pressure because of the need to reconcile economic and ecological interests. This pressure will increase further if - in accordance with current forecasts - trans-alpine traffic grows by approximately another 70 % in the period from 2000 to 2015.

About two thirds of the current freight volume pass in transit through Austria. The Brenner axis plays a dominant role here. The modal split shows that more than 70 % of all freight is carried by road across the Brenner. The traffic volume on the Brenner increased by more than 60 % between 1989 and 2001.

In the same period, the rail freight volume across the Brenner increased by 170 %. This positive development could only be achieved due to the high growth rates in combined road-rail transport which improved its share of the overall rail freight volume from 40 % (1989) to more than 75 % (2001). Conventional rail freight, on the other hand, has been characterized by a rather stagnating trend since the beginning of the nineties.

However, in recent years, the growth dynamics of unaccompanied combined transport in particular, have not lived up to the expectations. This is due, on the one hand, to infrastructure obstacles such as capacity bottlenecks on the rail network and at the key terminals for combined transport between Germany and Italy and, on the other hand, to deficiencies in cross-border coordination.

One of the main reasons is the sometimes less than satisfactory performance of the railways in terms of their operating quality, which clearly limits the competitiveness of combined transport in logistically demanding market segments. Moreover, the

performance deficiencies also have a negative impact on the productivity of the resources used (locomotives, wagons, transshipment terminals, personnel).

Protocol No 9 of the Act of Accession of Austria to the EU stipulates that the Ecopoints system introduced in 1992 for the transit of heavy goods vehicles through Austrian territory is to be applied for a transitional period. In this context, the European Community and the Member States concerned have also committed themselves to taking measures within their sphere of competence to improve the level of service provided in rail freight and combined transport across the Alps.

As requested by the Laeken summit, the Commission proposed the introduction of a temporary regulatory system for alpine transit to be applied for a further limited period. The proposal is currently being examined by the Council and the European Parliament.

Against the background of the current problems in trans-alpine goods transport, the transport ministers of Germany, Austria and Italy, Kurt Bodewig, Mathias Reichhold and Pietro Lunardi, as well as the Greek state secretary Ioannis Konstantinidis met in Berlin on 5 July 2002 and agreed to convene three working groups. Germany chaired one working group that examined the possibilities for short- and medium-term measures to increase trans-alpine rail freight. Discussions among all relevant stakeholders from industry and the administration were held during a number of workshops, and the main priority was coordination of measures to promote combined transport on the Brenner axis in the Germany-Austria-Italy corridor. An analysis of problems elaborated beforehand served as their basis of discussions.

The results were summarized in the "Brenner 2005" Action Plan which contains a list of measures required to organize and ensure the short- to medium-term upgrading of the level of service provided in combined transport in this corridor. From the point of view of all those concerned, this Action Plan is the most important prerequisite for the achievement of the objective to increase by 2005 combined transport on the Brenner axis by at least 50 % as compared to 2001 figures. Thus, it would be possible to shift the expected growth in the road haulage sector away from the roads. The Action Plan also takes up measures and projects to improve the competitiveness of rail freight on the Brenner axis, which have already been started or planned. It consolidates these

approaches, supplements them by additional actions and supports them by means of an implementation plan that is aimed at the objective of bringing about a modal shift.

By adopting this Action Plan, all parties concerned expressly commit themselves to applying a coordinated procedure to increase capacity and improve the competitiveness of trans-alpine rail freight. However, infrastructure projects will only be realized if their planning and funding are feasible.

The Action Plan sends a signal to shippers, forwarders and carriers encouraging them to continue and increase their efforts to include combined transport on the Brenner axis in their logistic concepts.

"Brenner 2005" Action Plan

The "Brenner 2005" Action Plan comprises three packages of measures:

Package of measures I

Measures with top priority whose implementation will be initiated immediately and which will consolidate the competitiveness of combined transport - and in particular unaccompanied combined transport: these measures comprise pragmatic actions to improve and stabilize the quality of services and to eliminate serious capacity bottlenecks:

1. Improvement and intensification of the cooperation that has already begun between railway undertakings, including infrastructure managers
2. Improvement of communications and data exchange to optimize the interfaces between the parties involved and to optimize resource control and customer information
3. Introduction of an overall quality management system
4. Removal of bottlenecks in operations (movements, terminals)

Package of measures II

Measures which will be implemented in the short term and which will improve the competitiveness of unaccompanied combined transport thus creating the basis for opening up additional transport markets. They comprise primarily activities to enhance the quality of services (transport time, pathing) and efficiency to improve the market viability of services as well as a continuous expansion of the range of combined transport services provided.

1. Development and implementation of a seamless axle-related traction concept (interoperability)
2. Expansion of services in unaccompanied combined transport and further adaptation of the quality characteristics to the requirements of the market
3. Joint appraisal of the prospects of services in accompanied combined transport (rolling road) and coordination of short- to medium-term expansions of services

Package of measures III

Measures which can mostly be realized in the medium term and which form the basis for a long-term growth of combined transport as a whole: activities of this kind are aimed at enhancing the capacity in terms of pathing, traction and transshipment while taking the interrelationship between accompanied and unaccompanied combined transport into account.

1. Coordination and appraisal of the actual availability of paths on all relevant network sections and at all junctions affected for further increases in traffic
2. Upgrading and modernization of the railway infrastructure (lines, junctions)
3. Improvement of rail links to and increasing transshipment capacity at the CT terminals in Italy and Germany

"Brenner 2005" Action Plan monitoring

The transport ministers will agree to observe, monitor and support the implementation of the measures compiled in the Action Plan in their respective spheres of competence and to encourage their competent national organizations to act accordingly.

A follow-up meeting for the ministers to discuss the progress made and potential further measures will be held in Berlin in the autumn of 2003. For this purpose, Germany will function as a coordinator and will present a joint report.

In order to enable the coordinator to prepare this report, all parties concerned will inform him before 30 June 2003 on the status of all measures taken and projects initiated.

Annex:

Detailed description of the packages of measures

Brenner 2005 – Package of measures I

Measures to achieve and secure a marketable quality of service in combined transport – especially in unaccompanied combined transport – with implementation to begin immediately (start of implementation before the end of 2002)

1. Improvement and intensification of the cooperation that has already begun between railway undertakings, including infrastructure managers

- 1.1 Immediate removal of existing traction bottlenecks by providing sufficient resources (locomotives and drivers)

Responsible: BRC

- 1.2 Ensuring the availability of the resources required for Brenner transit, i.e. locomotives and drivers, by means of service guarantees, incl. an agreement on penalties

Responsible: BRC

- 1.3 Widening the terms of reference of the Brenner service agency to cover the fields of resource control and optimization of organization

Responsible: BRC

- 1.4 Simplification and/or standardization of administrative procedures and removal of operational obstacles at border crossings by standardization the regulations of the infrastructure managers and transport operators

Responsible: Network Working Group

Involved: BRC and railway undertakings

2. Improvement of communications and data exchange to optimize the interfaces between the parties involved and to optimize resource control and customer information

2.1 Evaluation and prioritization of the existing weak points in the fields of

Responsible: BRC

Involved: Network Working Group

3.3 Development of a computerized quality management system

Responsible: BRC

Involved: Network Working Group

4. Removal of bottlenecks in operations (movements, terminals)

4.1 Improved coordination of rail, shunting and terminal operations at Verona Q.E.

Responsible: RFI

Involved: Trenitalia, RTC and Cemat

4.2 Equipping all terminals in Germany and Italy involved in Brenner transit with overhead electrification extending as far as possible into the terminal

4.3 Realization of direct access to/egress from the approach to Verona Q.E. from/to the north (to be commissioned on 12 December 2002)

Responsible: RFI

4.4 Realization of direct access to Trento CT terminal (to be commissioned in the first half of 2003)

Responsible: RFI

4.5 Exploration of the possibility of extending combined transport to other Italian terminals apart from Verona, taking into account the existing network of freight villages (Padua, Bologna and Turin for Northern Italy, Nola and Marcianise for Southern Italy), the origin/final destination of the goods and the possibility of operating trainload services

Responsible: Cemat, Ökombi and Kombiverkehr

Involved: Trenitalia and RTC

Brenner 2005 – Package of measures II

Short-term measures to improve the quality of services and enhance efficiency, accompanied by a gradual expansion of CT services (planning in 2002, implementation by autumn 2004)

1. Development and implementation of a seamless axle-related traction concept (interoperability)

1.1 Efficiency enhancement in the traction field by optimizing the deployment of locomotives, taking into account an economically acceptable deployment of multi-current locomotives, and by developing joint driver training concepts

Responsible: BRC, in coordination with the existing activities of the Network Working Group

1.2 Standardization and simplification of locomotive approval procedures, including existing multi-current locomotives on the Brenner axis

Responsible: RFI (Italy) in cooperation with the Federal Railway Office (Germany) and the Federal Ministry of Transport, Innovation and Technology (Austria), with the participation of the rail industry and railway undertakings

2. Expansion of services in unaccompanied combined transport and further adaptation of the quality characteristics to the requirements of the market

2.1 Timetable improvements to reduce transport times on existing links in order to open up new market segments in unaccompanied combined transport

Responsible: Cemat, Ökombi and Kombiverkehr in cooperation with the Network Working Group, BRC and the railway undertakings

2.2 Improvement and extension of the existing gateway concept by greater interlinking with the national networks in Germany and Italy

Responsible: Kombiverkehr and Cemat in cooperation with the railway undertakings

- 2.3 Quicker processing of timetable requests: the infrastructure managers' one-stop shopping must be quicker than the processing of individual requests

Responsible: Network Working Group

- 3 Joint appraisal of the prospects of services in accompanied combined transport (rolling road) and coordination of short- to medium-term expansions of services

- 3.1 Review and assessment of the capacity utilization and management of all current rolling road terminals along the Brenner axis

Responsible: Network Working Group in cooperation with Bertani, Cemat, Kombiverkehr and Ökombi

- 3.2 Examination of the existing rolling road services with the aim of extending them, both on the German side in a northerly direction and on the Italian side towards Verona, in order to relieve congestion on the southern side of the Brenner motorway as well

Responsible: Ökombi in cooperation with Bertani, Cemat and Kombiverkehr

- 3.3 Review, assessment and coordination of the plans, developed by Austria and coordinated in the ÖBB area, to expand accompanied transport (rolling road) including the availability of resources (locomotives and wagons) and infrastructure (rolling road terminals plus availability of paths on all network sections)

Responsible: RCA in cooperation with Bertani, Cemat, Kombiverkehr and Ökombi plus the railway undertakings and the Network Working Group

4. Assistance programmes

Review and appraisal of the existing and planned national assistance programmes for combined transport with regard to their effectiveness for achieving the objective, associated with the action plan, of shifting freight traffic from the roads to the railways

Responsible: Federal Ministry of Transport, Building and Housing (Germany),
Federal Ministry of Transport, Innovation and Technology (Austria) and
Ministry of Building and Transport (Italy)

Brenner 2005 – Package of measures III

Measures required for the medium-term enhancement of capacity in the fields of pathing, traction and transshipment in order to achieve the desired modal shift effects by 2005 and beyond

1. Coordination and appraisal of the actual availability of paths on all relevant network sections and at all junctions affected for further increases in traffic
 - 1.1 Availability of paths for freight traffic, taking into account the current status of development of the infrastructure and appraising market viability in coordination with the CT operators

Responsible: Network Working Group

- 1.2 Joint analysis and appraisal of bottlenecks in the infrastructure with regard to the expected increase in the volume of freight carried by CT

Responsible: Network Working Group

- 1.3 Review and appraisal of the possibility of including, in the medium term, other arteries, especially the Tauern artery in conjunction with the Tarvisio – Udine – Padova/Trieste route, in the concept for developing rail freight between Germany, Austria and Italy

Responsible: Bertani, Cemat, Kombiverkehr and Ökombi in cooperation with the Network Working Group and the railway undertakings

2. Upgrading and modernization of the railway infrastructure (lines, junctions)
 - 2.1 Joint review and coordination of the upgrade requirements, taking into account the expected growth in the volume of freight carried by CT on the Brenner axis (see the final paper of the meeting of the “Infrastructure” working group on 25/26 September 2002, e.g. upgrading the line between Wörgl and Innsbruck)

Responsible: Infrastructure Working Group (chaired by the Minister of Transport of the Federal Republic of Austria)

3. Improvement of rail links to and increasing transshipment capacity at the CT terminals in Italy and Germany

3.1 Review of the existing upgrade plan for CT terminals in Germany, taking into account the impact of the plans to increase the volume of freight carried by CT on the Brenner axis

- Derivation of upgrade measures required and acceleration of the planning and implementation process
- Coordination and guarantee of funding

Responsible: DB Netz and DUSS plus Federal Ministry of Transport, Building and Housing

3.2 Nationwide introduction of a computerized terminal control system at CT terminals in Germany

Responsible: DB Netz and DUSS

3.3 Construction of the “Trudering Curve” to provide a direct link to Munich-Riem

Responsible: DB Netz

3.4 Realization of the planned upgrade concept for Verona Q.E. CT terminal

Responsible: RFI

3.5 Development of a concept to increase the transshipment capacity in the Milan region within the framework of the Italian plans on the structure and upgrade of terminals

Responsible: RFI

3.6 Design and construction of a new public terminal for intermodal freight trains in the local authority area of Isola della Scala/Verona by STR AG

Responsible: STR