

FULL FERRMED STANDARDS IMPLEMENTATION PROPOSAL

The key for a competitive EU Railway Core Network

BERLIN DECLARATION

FERRMED fully agrees in the Concepts of Core and Comprehensive Networks stated by the EC DG MOVE TEN-T.

FERRMED is very pleased, as well, about the guidelines for common standards implementation in the Railway Core Network because are in line with FERRMED Standards.

Unfortunately, in these guidelines for rail freight transportation the stated common maximum length of trains is 750 m.

FERRMED in the Global Study, entrusted to a prestigious European consortium of consultancy companies, clearly demonstrates that, the only way to increase the EU competitiveness (by logistic costs reduction) and to reverse the decreasing trend of the railway in EU land transportation, is the complete implementation of the FULL FERRMED Standards, with freight trains reaching 1500 m length and 3600 to 5000 tonnes, with UIC-C loading gauge and 22.5 ÷ 25 tonnes per axel.

1500 m length is twice the 750 m recommended in the guidelines, for this reason, FERRMED believes that it is very important to select a few number of key corridors all over the EU, (the ones that link the most important urban nodes and key sea and inland ports) in which the trains can reach 1500 m In the main intermodal junctions with other Core Network corridors the train could be split in two.

Therefore, FERRMED asks to the EU and involved Member States to start the gradual implementation of FULL FERRMED Standards in the following great corridors:

EURASIAN VECTOR

- Moscow – Warsaw – Berlin – Hamburg/Duisburg – Rotterdam/Antwerpen
- Moscow – Kiev – Budapest – (Wien – München – Karlsruhe – Strasbourg – Lille – Calais/Dunkerque – London) – Ljubljana – Venezia – Torino – Lyon – Paris

WESTERN NORTH – SOUTH VECTOR

- Saint Petersburg – Helsinki – Turku – Stockholm – Copenhagen – Hamburg – Duisburg – Koblenz – Luxembourg/Apach – Lyon – Marseille – Barcelona – Valencia – Murcia – Almeria – Malaga – Algeciras
- Koblenz – Mannheim – Karlsruhe – Basel – Bern/Zürich – Milano – Genoa

In total 11000 km, to be achieved by 2030.

By extrapolating the results of aforementioned FERRMED Global Study, it can be said that the total required investments are approximately 48,8 billion euro in 18 years (including bottle necks solving, UIC-C loading gauge, 1500 m trains length and ERTMS implementation, terminals adaptation and the removal of 10% of the existing freight wagons fleet by the ones with automatic couplings and FERRMED conception), the savings from 2016 to 2045 are 237,75 billion euro and the economic rate of return 12%.

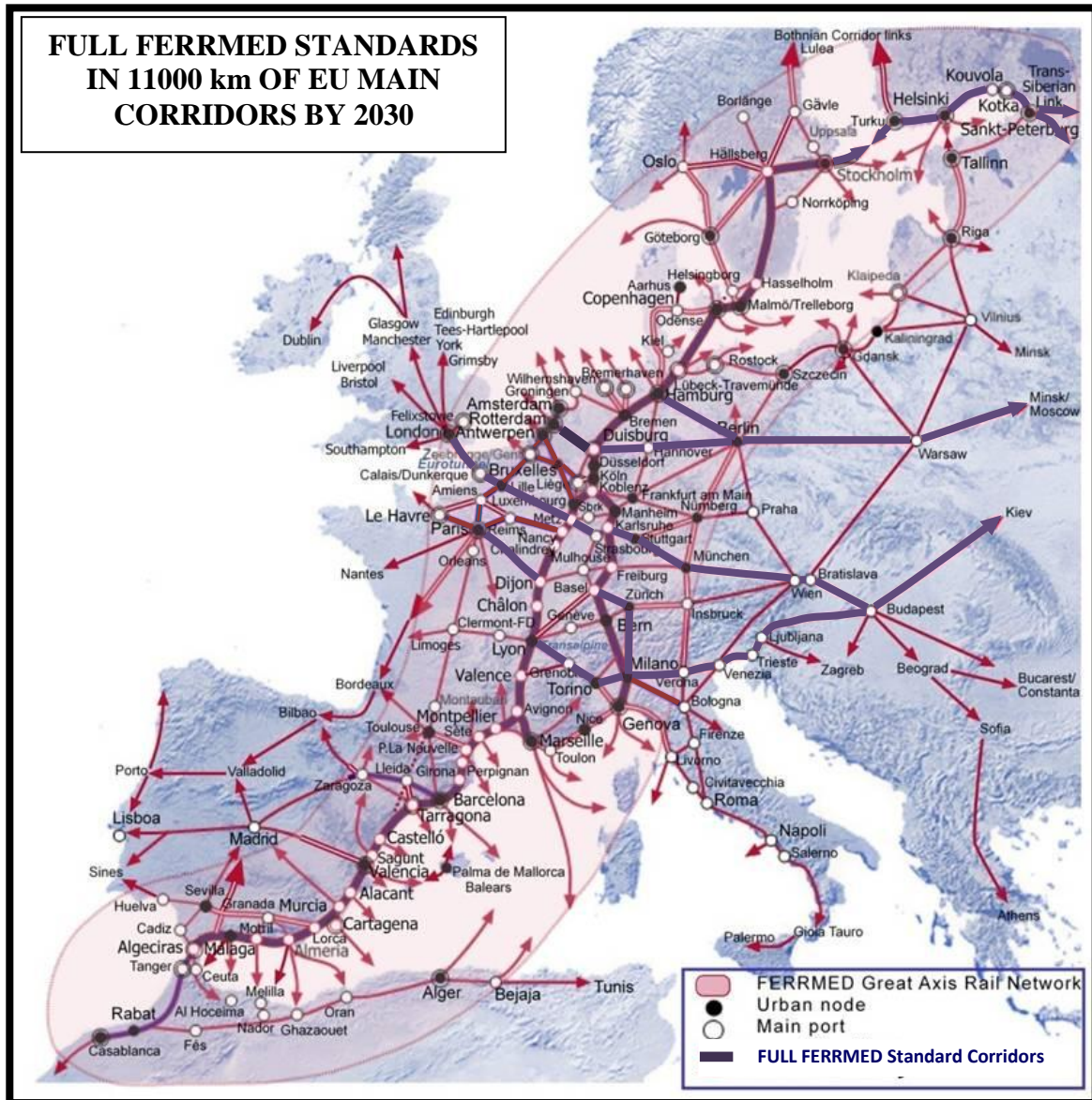
It is the only way to reach a competitive EU Railway Core Network.

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FERRMED asbl
Rue de Trèves, 49- Box 7
B-1040 Brussels (Belgium)
Phone: +32 2 230 59 50
Fax: +32 2 230 70 35
www.ferrmed.com