



What shippers require from rail freight

For discussion at EC / ERA / UIRR Conference “Multimodal Year 2018 – The Future of Transport”

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What the chemical industry expects and requires from rail

Focused on, but not just limited to intermodal rail operations



Good access

- A comprehensive network of intermodal terminals, offering **unconstrained access** to a European rail freight network, with appropriate TEN-T infrastructure parameters

Responsive

- Sufficient **intermodal terminal handling capacities**, minimizing truck turnaround times

Flexible

- Sufficient **frequency of train departures** with a good reach to all relevant European regions and destinations

Reliable

- **Reliability, reliability, reliability** – train delays must result in immediate electronic notification of **revised ETA**

Resilient

- An rail network **resilient to disruptions**, offering **sufficient divisionary routes** and capacities

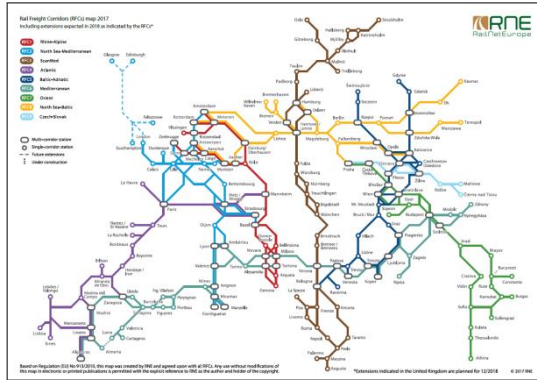
Competitive

- Door-to-door services at **sustainably lowest total costs**

Peace of mind for our customers - reinstalling confidence on what is one of the most sustainable means of transport

How to improve inter-operability of rail freight and service levels

What is required from all rail stakeholders, incl. support from ministries



Work together

Be transparent

Speed up

Be prepared

Harmonize

- We need **more Europe** in Europe
- Enhance **corridor thinking** and empower Corridor Managers
- **Equal rights to freight trains** alongside passenger trains
- **Transparency about performance** based on agreed KPIs
- Speed up the implementation of the **Sector Statement Priorities**
- Ensure that the **learnings from Rastatt** will be fully implemented:
 - Good international **contingency and crisis management**
 - **Sufficient spare capacity** on suitable diversionary routes
 - Good international **coordination of construction work**
 - **Harmonized operating procedures** and systems
 - One **common language**



Let's look at the global airline industry as a good example: one common language, common systems and procedures – no doubt the European railway industry will also be able to achieve this!





Thank you for your attention

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