



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

Rail Market Monitoring Scheme meeting

LOCOMOTIVES AND THEIR DRIVERS



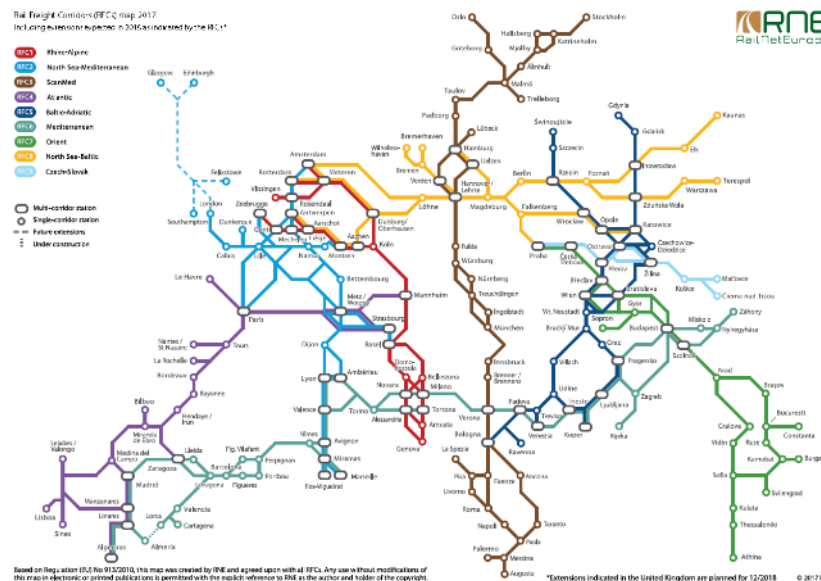
Ákos ÉRSEK
Chief Policy Advisor

- **Regulation 913/2010**
designed to facilitate cross border rail freight
- **Terminal (TAG) and Railway (RAG) Advisory Groups**
 - Coordination of TAG speakers: UIRR
 - Coordination of RAG speakers: UIC
- **Sector and Ministerial positions on RFCs**
 - Provide accurate information on the whereabouts of trains (IMs and RUs)
 - Offer reliable ETA projection
 - Fully implement TAF TSI
 - Ensure transparency through regular publication of KPIs
 - Offer similarly structured websites for easy comparability
- **Sector Statement Governance**
 - Definition of 10 priorities
 - Monitoring
 - UIRR as coordinator of the ETA priority

Boosting International Rail Freight

Sector Statement on Rail Freight Corridors

Brussels, 20 May 2016



- 8 week closure of a double track railway line
part of the busiest rail freight axis of Europe,
the Rhine Alpine Rail Freight Corridor (RFC1)
- 200 daily freight trains could not be absorbed
the potential bypass routes did not work to
expectation
- Biggest obstacles to successful crisis
management
 - Lack of traction assets: locomotives
 - Lack of drivers
 - Language problems
 - Inadequate communication between
affected Ims – uncoordinated and
incompatible infrastructure capacities
 - Insufficient information about availability of
traction
 - Financial constraints



...and we know very little about their availability

- **How many per network**

the number of traction assets capable of servicing a freight train

- **Details**

- number and type of electric systems (traction)
- number of diesel line engines
- types of signalling systems accommodated per each category
- average age of the locomotives



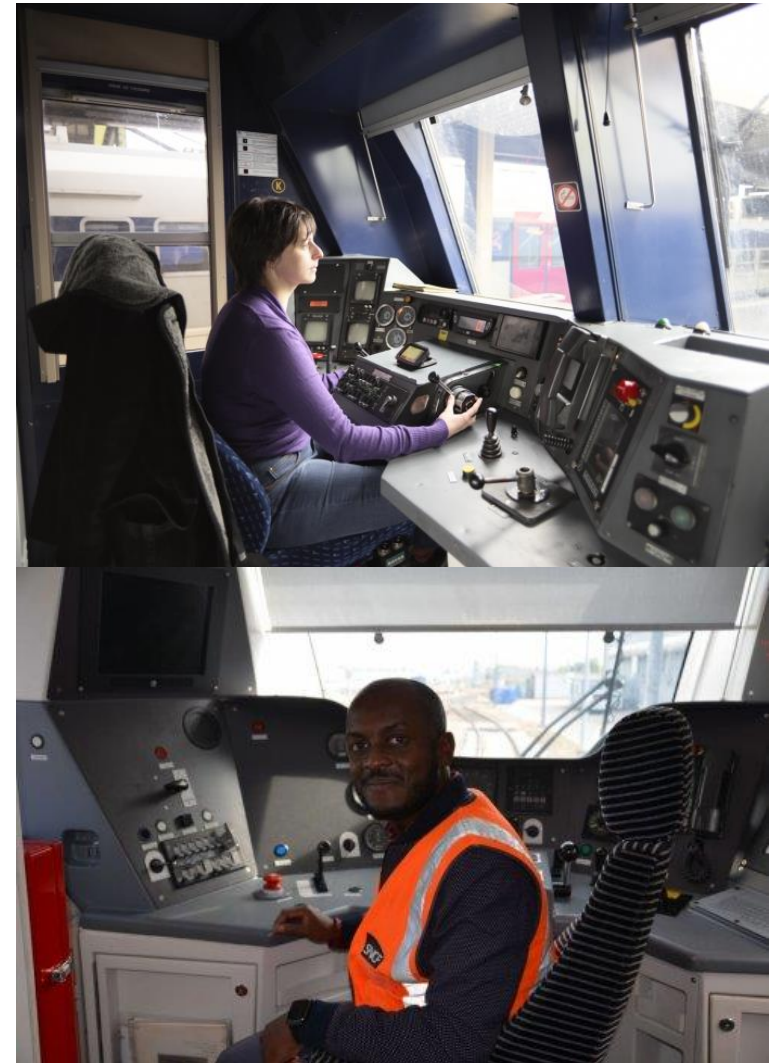
...and we know very little about them as well

- **Number of loco drivers per Member State**
the number of drivers certified for freight trains and
'confirmed to be active'
- **Details**
 - average age
 - language skills of drivers (if known)
 - age pyramid



...these conditions are also not always known

- **Number of drivers required**
the number of drivers needed per locomotive (i.e. 2 in Italy)
- **Language requirements**
what language skills are required and on what level
- **Conditions for line knowledge**
to independently drive a train on the network
- **Any additional/special requirement**
based on national (safety) rules



...to contribute to prevention and – in case disaster strikes – crisis management

- ✓ Expand RMMS data collection to cover
 - locomotives,
 - drivers and
 - rules of driving





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THANK YOU

For your attention

