

Intermodal Forum

**Shaping the future  
of intermodal logistics**  
**Rastatt: never again**

**Peter Füglistaler**

Director of Swiss Federal Office of Transport





Schweizerische Eidgenossenschaft  
Confédération suisse  
Confederazione Svizzera  
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Federal Department of the Environment, Transport, Energy and Communications

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# Lessons to be learned

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Dr. Peter Füglistaler





# Encountered Issues

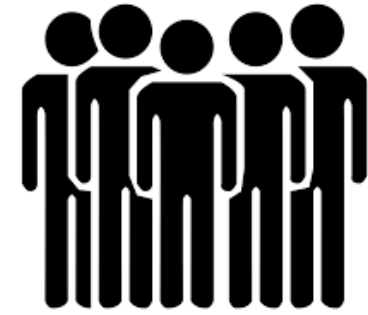
- Longitude of interruption (7 weeks)
- Unavailability of alternative routes
- Shortage of qualified engine drivers
- Shortage of tractive units
- Technical particularities

→ Failed interoperability





# Lesson 1



The permanent availability of infrastructure is of great importance for the credibility of rail freight transport and of the modal shift policy for the entire North-South corridor.

## ➤ Rail corridors as a European project



## Lesson 2

Decisions about needed actions and plans for redirections trespass national and corporate spheres of infrastructure managers.



➤ **Involvement of affected countries and enterprises in decision making process in order to effectively use their capacities**

**= Consideration of superior economic impacts**

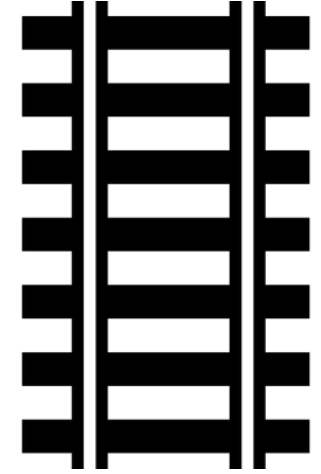
# Things to do for stakeholders (I)

## European bodies for rail corridors:

- Designation of alternative routes for all track sections
- Intensification of institutional cooperation between Rhine - Alpine Corridor and North Sea - Mediterranean Corridor
- Development of emergency plans and appointment of emergency task forces on corridor level
- Implementation of ETCS also on alternative routes
- Better coordination of construction work



# Things to do for stakeholders (II)



## Infrastructure managers:

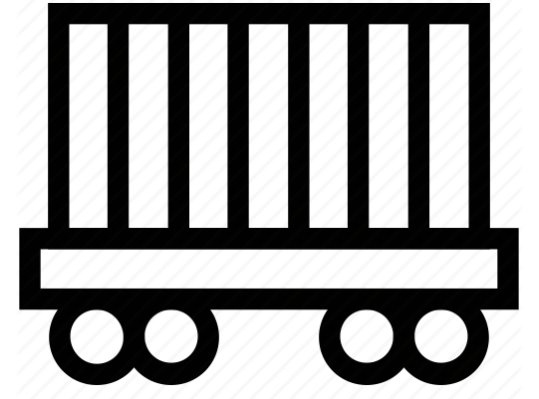
- Minimizing track interruptions in case of unexpected incidents
- Guarantee of fast reopening of tracks in case of emergencies or extreme weather conditions
- Priority for fast reopening of infrastructure over subsequent damage /additional costs for construction project
- Priority to freight trains



# Things to do for stakeholders (III)

## Rail freight companies:

- Cooperation with and support of each other in case of interruption
- Taking part in emergency task forces of European bodies and infrastructure managers
- Equipment and training of staff with needed competences to operate on alternative routes







# Things to do for stakeholders (IV)



## Transport ministers:

- EU/national investments to accelerate capacity increase and technical harmonization
- Higher priority of national investments into freight transport
- Increasing the support for the implementation of interoperability and approval of vehicles (ETCS, 4m corridor, 740m trains, etc.) on the European level
- Regular meetings of transport ministers to coordinate actions and ensure political support



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An aerial photograph of a railway yard. In the foreground, there are several red and yellow shipping containers stacked on tracks. To the left, there are various railway infrastructure elements like poles and cables. In the background, there are residential houses and a parking lot with cars. A semi-transparent white box with the text 'Rastatt must stay a singularity' is overlaid in the center of the image.

# **Rastatt must stay a singularity**