



The role of the Mediterranean Region in the development of worldwide logistics

*Strategies to shift freight from road to rail :
the activities of the EUROMED RRU project*

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The banner features a stylized globe icon on the left and a photograph of a lighthouse on the right. The lighthouse is a tall, white, cylindrical structure with a red-tiled roof, situated on a rocky cliff overlooking the sea. The sky is clear and blue. The text is centered and clearly legible.

EuroMed Regional Transport Project 'Road, Rail and Urban Transport'



- **Duration:** 20/12/2011 → 19/12/2014
- **Project office:** Tunis
- **Key experts:** Mohamed Mezghani (Team leader & Urban Tr.)
George Emmanoulopoulos (Rail)
Michalis Adamandiadis (Road)

Partner countries



Jordan



Egypt



Lebanon



Algeria



Morocco



Tunisia



Israel



Palestinian Territory



Libya

EU Policy priorities in Rail transport

- Opening of the rail transport market to **competition**
- Improving the **interoperability and safety**
- Developing rail transport infrastructure
- **Shifting passenger and freight from road to rail**



European strategies for keeping freight moving, 2007: Package of measures to support freight transport, make rail freight more competitive. [“Towards a rail network giving priority to freight” \[COM\(2007\)608\]](#).

[EU REGULATION No 913/2010 concerning a European rail network for competitive freight](#) .
(establish international market-oriented Rail Freight Corridors, Integration, Cooperation , Intermodality, Capacity, Connectivity, Terminals)



Technical Assistance, for Shifting Freight from Road to Rail

- **The EUROMED Road, Rail & Urban Transport project** has as **starting point** the Regional Transport Action Plan (**RTAP**) 2007-2013, which includes two actions in Rail Transport:
 - **Action 12 focuses on interoperability**
 - **Action 13 is concerned with structural reform**RTAP Status reports give recommendations which are taken into account too.
- **EUROMED RRU** refers to **Land transport** and has as **objectives** the:
 - Regulatory reform and adaptation
 - Interoperability & Safety
 - Sustainable and efficient transport
 - Learning from experience in the wider Mediterranean region
- **One of the project activities** is about enhancing interoperability and regional freight. Following the needs expressed during the **National workshops**, this was detailed to the following action:
 - **Technical Assistance to prepare strategic plans for enhancing rail freight business (in coordination with MEDA-MOS) and marketing of rail service.**

Content of Technical Assistance for shifting freight from road to rail

- **Exploit the strengths of rail**
 - environment, safety, efficiency in long distances
- **Eliminate the weaknesses of rail**
 - less adaptive to change, less flexible, more rigid than road, no door to door, limited network
- **Assess current situation and forecast the future**
 - analysis for rail traffic compared to road, benchmarking, SWOT,
 - comparison of costs and investments, pricing, financial performance, financing sources
 - legal framework,
 - Is there potential for shift?
- **Defining the strategy**
 - Define objectives and priorities, good practices, define alternative strategies
 - Examine costs , benefits and environmental impacts of alternative strategies and select
 - Risk analysis, Action plans
- **Sources of funding**
 - national,
 - international,
 - Private, PPP, concessions
- **Marketing of services offered**

Important issues 1:

Conduct research to know the competition

Learn from analyzing good and bad trends in railways

FREIGHT VOLUMES AND SHARES OF RAIL IN EUROMED PARTNER COUNTRIES

UIC RAIL STATISTICS 2010		Status report RTAP
	TONNES-KMS MIO	% BY RAIL in land transport
ALGERIA	1281	na
EGYPT	3840	na
MOROCCO	5572	na
TUNISIA	2073	7%
ISRAEL	1062	na
JORDAN	353	na

Lack of statistics for road transport, railways must know the competition!

MODAL SPLIT INLAND TRANSPORT, % TOTAL INLAND TONKMS

	2000			2009		
	ROADS	RAILWAYS	INLAND WATERWAYS	ROADS	RAILWAYS	INLAND WATERWAYS
EU 27	73,7	19,7	6,6	77,5	16,5	5,9
ROMANIA	42,9	49,1	7,9	60,0	19,4	20,6
AUSTRIA	64,8	30,6	4,5	59,5	36,4	4,1
FRANCE	76,0	20,6	3,4	81,0	15,9	4,1
GERMANY	65,3	19,2	15,5	67,0	20,9	12,1
POLAND	56,9	42,2	0,9	80,5	19,4	0,1
SWEDEN	63,9	36,1		62,5	37,5	
NETHERLANDS	63,4	3,7	32,9	63,4	4,9	34,7

Source: EUROSTAT

Important issues 2:

Strategies alternatives, Adaptability, Opening to Competition, Containerization, Rail Connections to Logistics Centers , Ports

- **With hard investments on infrastructure:**
 - missing links, dedicated freight lines,
 - technical interoperability harmonization along regional international corridors,
 - new technologies for signaling and control
- **Without hard investments:**
 - Assess users needs, feel the market, provide for the demand, become customer - oriented
 - be competitive and flexible,
 - quality management for services offered
- **International experience : decentralization of responsibilities and powers, in the railways can make them more adaptable to change and profitable**
- **Opening to competition, providing access to third party operators, makes rail overall more competitive to road**
- **Containerization/unitization of freight is an international trend for fast and efficient operations but requires appropriate terminals and equipment**
- **Multimodal freight transport strategy, should be implemented in the region, in order to have the railways handling the long haul of transport and trucks the short haul. Develop regional network of multimodal terminals (dry ports/ plateformes logistiques), on the right locations and with appropriate handling equipment, storage facilities, and services, are needed in order to shift freight to rail.**
- **Connections of the backbone railway network to the main international ports and airports will support increased modal share for railways**

Conclusions - next steps

- The Euromed partner countries have expressed in the recent National workshops, the interest to get Technical Assistance from the Euromed RRU project for building strategies to enhance rail freight transport
- The project will organise technical assistance, seminars /workshops on this topic
- In parallel, the railways should conduct market research to know the competition and the users needs before defining the strategy for attracting freight

Thank you for your attention



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