



Rail Roadmap 2030

Une offre de fret ferroviaire élargie
dans un système de transport intelligent et multimodal

Voor meer goederenvervoer per spoor dankzij een intelligent en
multimodaal vervoerssysteem

17 / 08 / 2021

Rail Roadmap 2030 : project participants

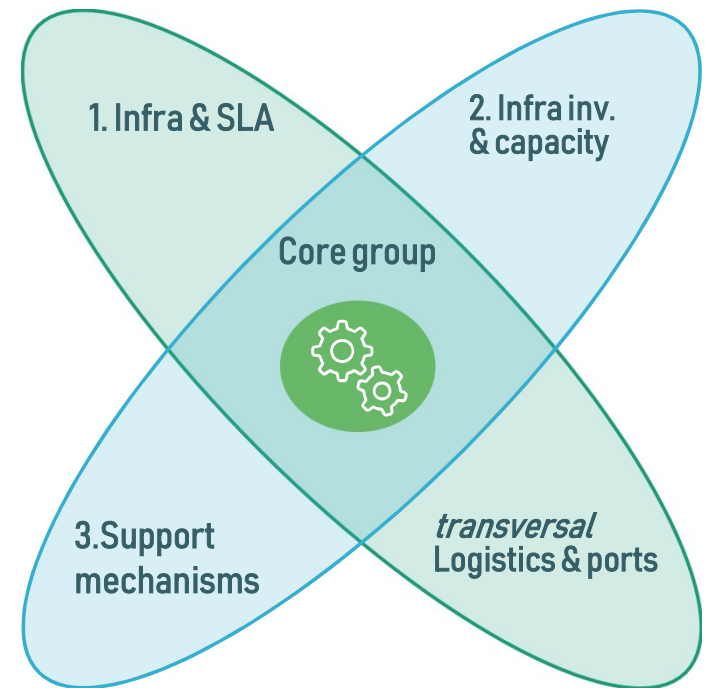
The project involved many stakeholders which contributed to different project workgroups

SteerCo

- Cabinet Gilkinet, Peeters, Henry, Van den Brandt, Maron / Trachte
- FOD Mobiliteit, MOW Vlaanderen, SPW Mobilité, Brussel Mobility
- VBO-FEB, VOKA, UWE
- Universiteit Antwerpen
- Infrabel
- Belgian Rail Freight Forum (BRFF)

Stakeholders

- Agoria
- Beci
- Essenscia
- Febetra
- Multimodaal Vlaanderen
- Wallonia Logistics
- Vlaamse Waterweg
- Alfaport, APZI, VEGHO (transv.)
- Railport & PoA
- North Sea Port
- Terminal Container Athus (TCA)
- Bewag



Rail Road Map 2030

1

Context & Ambition

2

The infrastructure manager at the center of the game

3

Proactive authorities

4

Commitment of the Rail operators

5

Regulatory body

6

Structured consultation between the actors

7

European harmonization and cooperation



1

Opportunities and challenges in the railway sector

- most efficient, long distance mode ;
- massification potential on EU & Bel level ;
- extensive as-is infrastructure network ;
- various societal benefits (vs road).

STRENGTHS

S

OPPORTUNITIES

O

- outspoken government ambitions ;
- volume potential for modal shift ;
- innovation through digitalization ;
- transforming the role of the IM.

- high costs for <300km distance rail freight
- lack of flexibility & interoperability ;
- deferred maintenance of the network ;
- complex legislative & regulatory context.

W

WEAKNESSES

T

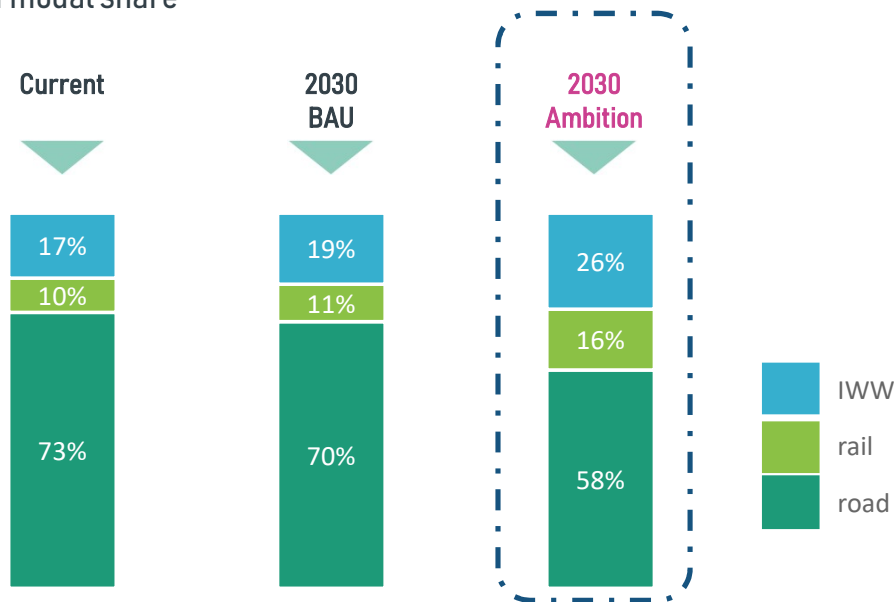
THREATS

- sluggish regulatory framework ;
- complexity of multi-actor collaboration ;
- (further deepening of an) unequal level playing field between transport modes.

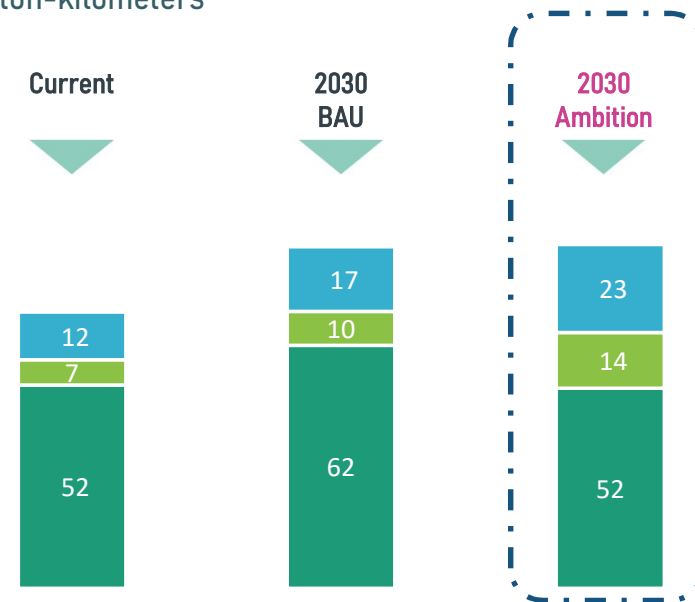
1

Joint ambition for the transport & logistics sector

Traffic evolution
in % of modal share



Traffic evolution
in bn ton-kilometers

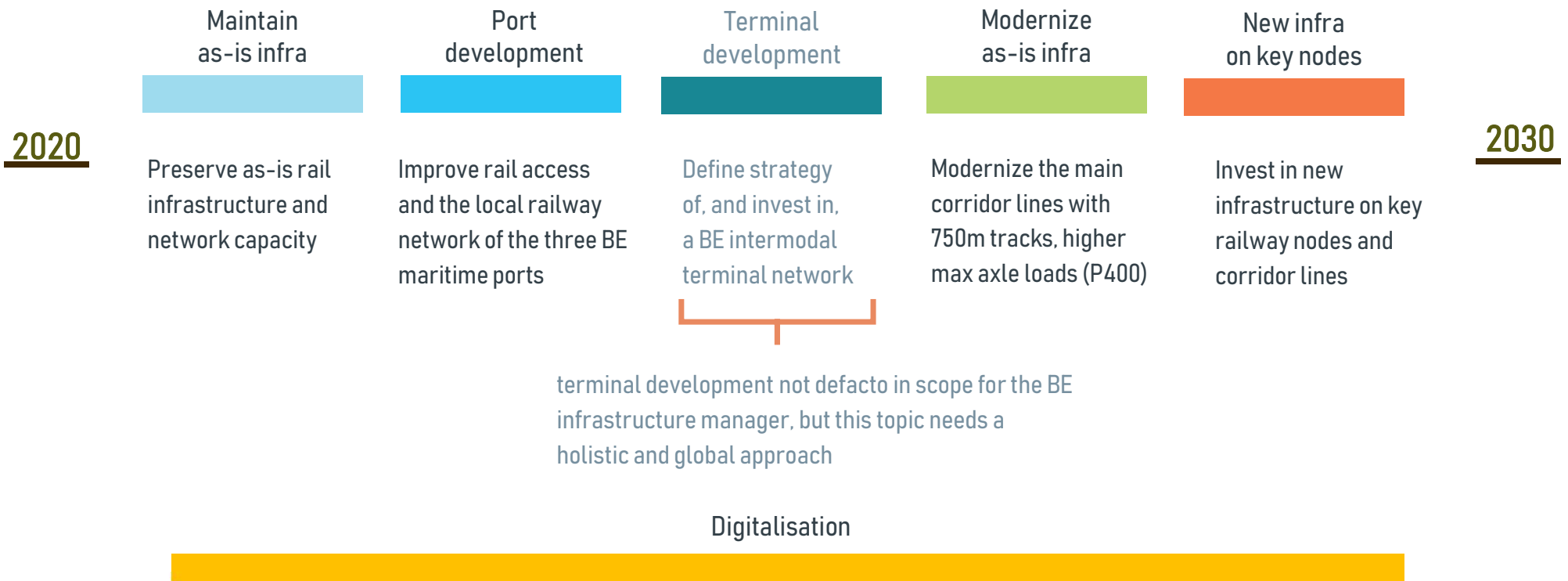


Still, the rail sector believes it is possible to raise its modal share to 16% by capturing a larger share of the forecasted growth in demand

2

The infrastructure manager at the center of the game

NETWORK CAPACITY NEEDS TO BE IN LINE WITH OUR VOLUME AMBITION, REQUIRING TARGETED INVESTMENTS



2

The infrastructure manager at the center of the game

ETCS onboard deployment

- One onboard unit to operate on main international freight relations with technically harmonized ERTMS lvl3.
-
- ✓ Higher punctuality due to less failures of trackside signaling ;
 - ✓ Decrease on infrastructure maintenance cost ;
 - ✓ Higher safety.

digital capacity management

- Step-change to automated and digitized train path construction and allocation. Expansion to rail-time capacity management.
-
- ✓ Reduced travel time, better reliability (train path quality) ;
 - ✓ Improved utilization of assets, drivers and rail path engineers ;
 - ✓ Increased capacity.

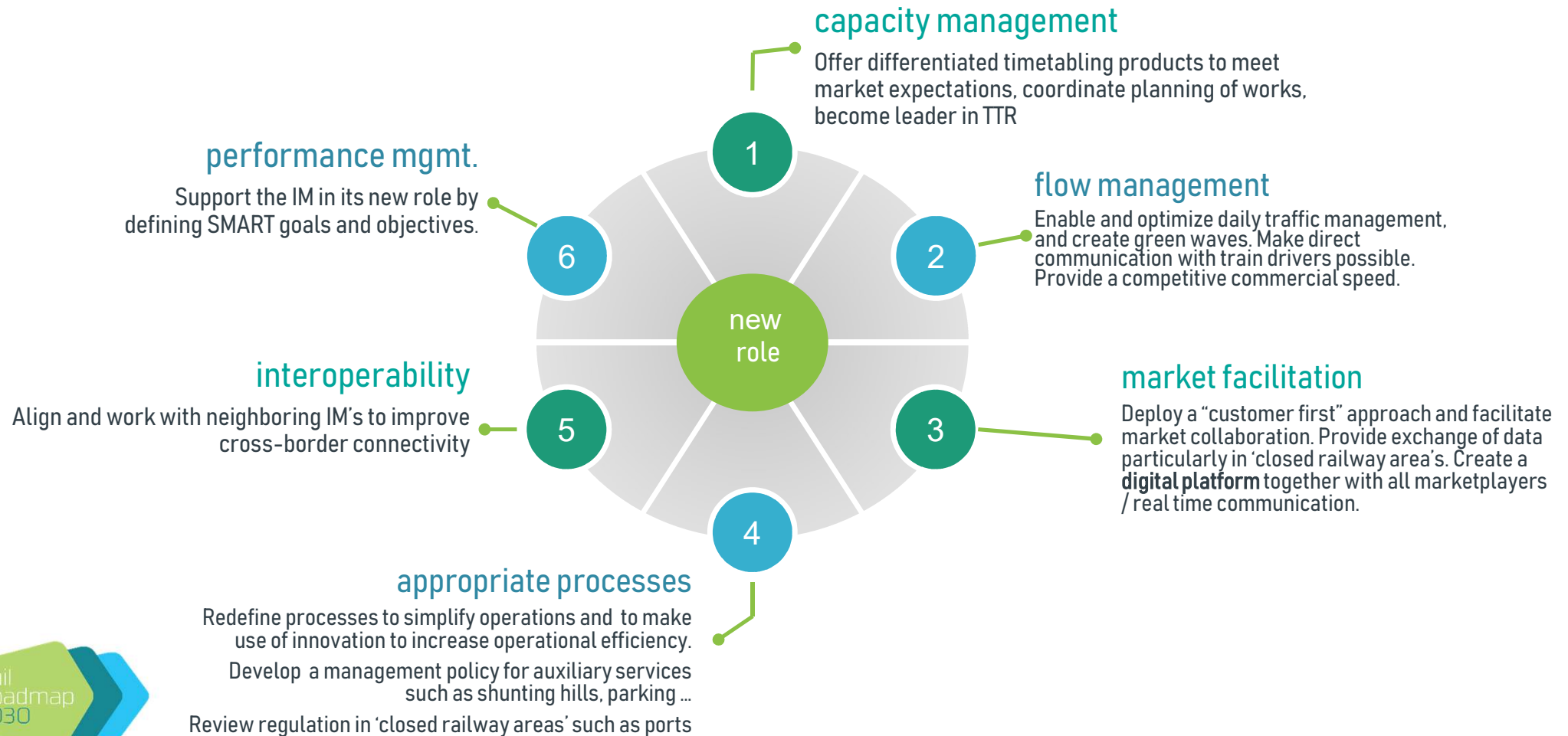
data collection technologies

- Invest in data detection technologies such as camera gantries, scanners ...
-
- ✓ Better reliability & quality for customers
 - ✓ Improved utilization of assets & infrastructure
 - ✓ Improved maintenance

2

The infrastructure manager at the center of the game

to assure network capacity, market cooperation and cross-border connectivity



3

Proactive authorities

1

New management contract with the infrastructure manager

2

10 years investment plan for the infrastructure manager

3

Simplify and modernise regulations

more pragmatic, customer-oriented rules allowing the use of modern technologies & specific rules for closed areas

4

Financial support where needed

5

Independent driver training school

3

Proactive authorities

How to reduce the consolidation cost in Belgium ?

1

Cost reductions & productivity gains through better Infrastructure & capacity management

2

Cost reductions & productivity gains by Railway Companies

3

Internalisation of external costs in line with the EU

4

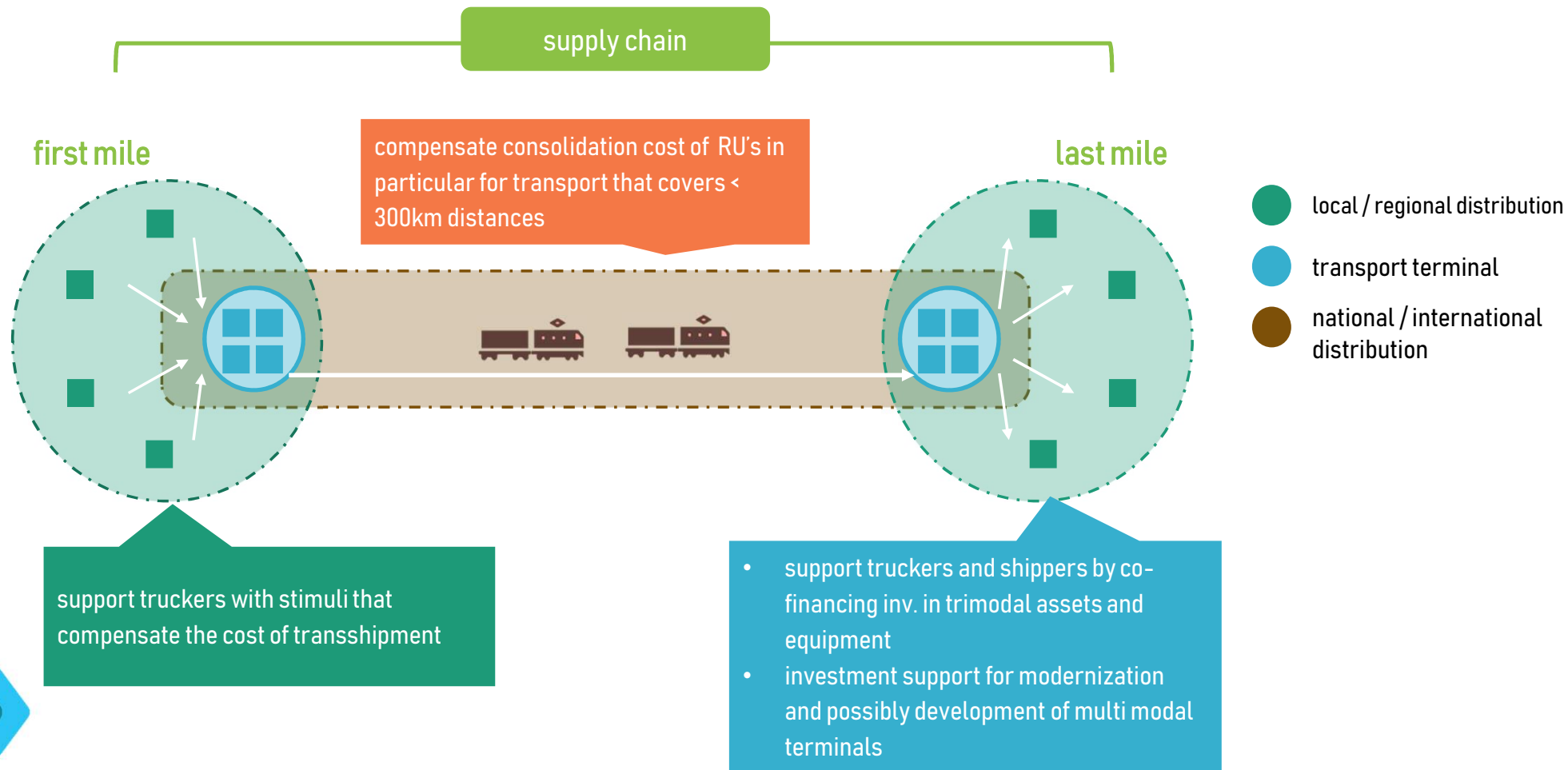
Consolidation / massification of volume by supporting :

- **Shunting :** Composing trains equivalent to 50 trucks requiring marshalling of wagons etc
- **First & Last Mile :** < 15 km required to deliver door to door service by rail or other mode
- **Feeder network :** < 150 km trains need support to sustain a sufficient fine maize network within Belgium
- **Transshipment :** extra handling required to put goods on/off rail from other transportmodi

3

Proactive authorities

An end-to-end approach for government support



4 Commitment of the Rail Operators

1

Communication of data

2

Innovative offer adapted to the market

3

Digital transformation

Digital automatic coupling, autonomous train, digital platform, ERTMS,...

4

Increase collaboration between rail operators and with other modes of transport

5

More standardised contracts

5

Regulatory body

1

Benchmark with other countries and sectors

2

Reexamine mission, role & resources

6-7 interaction & harmonisation

1

User's group

2

Advisor's committee including shippers & multimodal platforms

3

Intense co-operation by Infrabel with neighbouring IM's

4

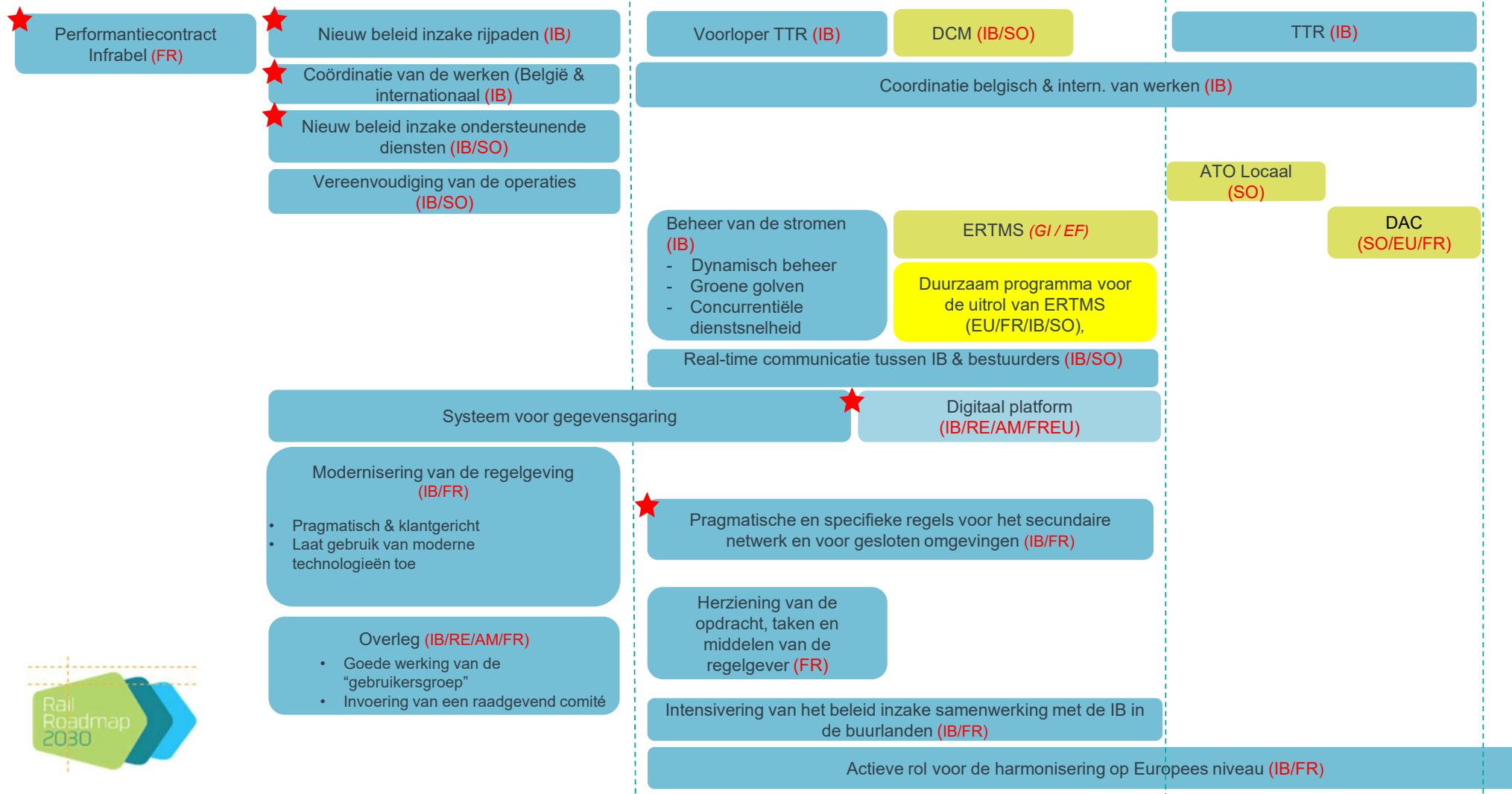
Active role of Infrabel & Gov. in crossborder harmonization

Conclusions

2023

2025

2030



Conclusions

2023

2025

2030

Afsluiten
meerjareninvesterings-
plan voor 10 jaar
(FR/GR)

Inhaalbeweging voor het onderhoud van
het netwerk (IB)

Onderhoud (incl. preventief) van het netwerk (IB)

Beleid betreffende uitbreiding van het
netwerk en aansluitingen (IB)

Wegwerken van kritieke knelpunten (IB)

740m (IB)

Optimalisatie van de verbinding met lokale industriële sites, platforms en
havens (IB/FR/GR)

P400 norm (IB)

Afwerking van
structurele
uitbreidingen (IB)

Beleid betreffende modernisering van het
netwerk (IB)

Analyse van de elektrificatie van bepaalde lijnen (IB)

Uitrusting voor gegevensgaring (bijvoorbeeld: cameraportieken) (IB)

Steun voor consolidatiekosten (voor het geheel van de logistieke keten) (FR/GR)

Herevaluatie van de steun voor
consolidatiekosten (FR/GR)

Financiële stimuli voor de uitrol van multimodale technieken (voor de gehele logistieke keten)
(GR)

Herevaluatie van de steun voor
multimodale technieken (FR/GR)

Investeringssteun en steun voor modernisering van multimodale terminals (GR)

Ontwikkeling van multimodale terminals (GR/LA)

Europese pro-actieve aanpak voor een beleid betreffende de internalisering van externe kosten (FR, GR)

Onafhankelijke school voor bestuurders (GR/SO)

Productaanbod aangepast aan de noden van de klanten & exploitatie van nieuwe marktsegmenten (SO)

Oplossingen voor ladingen kleiner dan een container (SO)

Meer standaardisering van contracten (SO)

Delen op bepaalde plaatsen van de middelen van de spoorwegoperatoren (SO)

Meer samenwerking tussen de operatoren en met de andere transportmodi (SO/AM)

Rail
Roadmap
2030

Legende

Infra beleid &
regelgeving

Investerings &
Digitalisering

Stimulansen

Operatoren

★ Prioritair

Wie is verantwoordelijk?

IB – Infrastructuurbeheerder

FR – Federale Regering

GR – Gewestregering

LA – Lokale autoriteit of lokaal agentschap

SO – Spoorwegonderneming

AM – Andere transportmodi

RE – Regulator

EU – Europese Unie

14 September : Handing of the RRM 2030 to the Ministers

- Momentum (Europe, Government, actors)
- Goal : call of the entire logistic sector
- Suggestions?/ questions?



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- APZI,
- Beci
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- Bewag
- Essenscia
- Febetra
- Multimodaal Vlaanderen
- North Sea Port

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- SPW Mobilité,
- Infrabel



Let's modal shift together!

