



Conference on “Sidings & Last Miles”

- An EU approach based on national best practices -

Afternoon Session

© HoR – UIP & ERFA – 18th November 2008 – Hotel Sofitel, Brussels (B)



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1. Resume of the am session
2. Objectives
3. Political requests
4. Funding requests
5. Adm & Techn requests
6. Conclusions

Resume of the morning session:

- Sidings and last miles are indispensable for **single wagons** and block trains.
- Countries with public funding programmes have a **proven success** story regarding shift from road to rail
- Common **definition** of sidings & last miles
- **Conditions for funding application** are rather complicated and should be simplified.
- Multiple interfaces between IM, RU, authorities complicate things.
- **Standardization of contracts** (with RU and IM) are considered as helpful
- A solution could be the Austrian « **One-Stop-Shop** »
- **Funding** is limited to **50 %** but might not be sufficient
- **No clear support for sidings** by land use measures (town and country planning) : new commercial facilities should be built with sidings.
- **Cost for junction points** could be shifted to sidings operator.
- **Charges** for sidings & last miles are exaggeratedly **high**
- **Access** to sidings for third parties might cause problems
- To get **information on sidings** in Europe is nearly impossible.

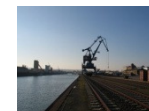
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Objectives of the afternoon session

Developing a European approach based on 3-tier requests:

1. Political requests
2. Funding requests
3. Administrative & Technical requests



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1st tier: « Political » requests

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“Private sidings reduce the number of necessary lorry runs and therefore present a desirable alternative to road transport. As road transport connections are generally publicly borne, public means for funding private sidings should be available throughout the EU. Therefore the development of a scenario for the extension of private sidings into a sustainable environment-friendly alternative transport policy should be considered as a fundamental pillar of rail-based goods traffic”.

- Should management of last miles be compliant with EU infrastructure **access legislation** (1st Railway Package) ?
- Could access rights and usage conditions for sidings & last miles be standardized ?
- Should last miles be integral part of **TEN-T** corridor approach & the **EU rail freight network** ?
- Should last mile & siding approach be part of the **single wagon business** ?
- Can political action on EU level ensure rail connections for **new production & warehousing facilities** ?



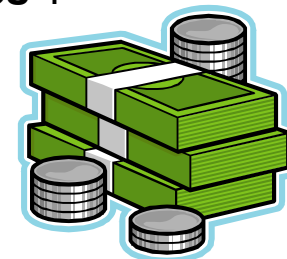
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2nd tier: « Funding » requests

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“National funding exists only in few countries although it seems to be a very efficient tool to produce modal shift road-rail. Existing funding mechanisms should be improved and simplified to provide incentives to bring a larger number of stakeholders into the railway business. Multiple interfaces between IM, RUs and authorities make life complicated. A centralised system and less stringent commitments for sidings operators (e.g. transport volume) might be a solution.”

- **Could special funding conditions** make sidings more attractive for SMEs, e.g. by increasing the co-funding to 100 % or making commitments less stringent ?
- Could a **One-Stop-Shop** facilitate application for sidings co-funding by the sector and is there a chance of getting it nationally established ?
- Could funding be part of the **revised state aids guidelines** ?



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3rd tier: « Administrative & Technical » requests

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« To get comprehensive data on sidings & last miles is nearly impossible. This might hinder efficient European wide use and efficient support measures «

- Could a **European sidings register** allow better planning of cross-border transports and facilitate free access to the network ? If yes, what should it contain ?
- Should sidings & last miles be covered by the planned EU-wide IT system (**TAF TSI**)? Could this make usage conditions more transparent ?
- **And last but not least:**

Do we need a European sidings & last mile approach ?



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- The **important role** of sidings & last miles for rail freight has been confirmed
- There will be a **follow-up to** this conference
- The HoR will develop a **strategy paper** which will be sent to all participants of the conference today
- **Your comments will be taken into consideration !**

Thank you for your attention

