

(ANNEX II – Bottleneck Fiche)

## **FREIGHT TRANSPORT LOGISTICS BOTTLENECKS EXERCISE**

**Fiche submitted for consideration by:** ASTOC, The Association of Swedish Train Operating Companies

**On:** 2007-02-02

### **Description of the bottleneck:**

- Lack of mutual recognition of rolling stock in the EU as well as in Norway. Agreements on mutual recognition are not enforced.

### **Hampering effects of the bottleneck:**

- Severe administrative obstacles when rolling stock approved by a government body in one MS needs to be approved again. This causes delays and reluctance to cross border traffic.

### **Measures towards a solution (if available):**

- That existing directives on mutual recognition of rolling stock is enforced.

### **Parties needed to be involved in the solution:**

- National Rail Administrations in all MS.

### **Any available best practice:**

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### **Description of the bottleneck:**

- Lack of infrastructure capacity and quality in and around the city of Hamburg for both rail freight. Especially between Padborg and Maschen.
- a) At Rendsburger Hochbrücke two trains can not meet when there is a freight train on the bridge.
- b) Hamburg Eidelstadt to Hamburg Rothenburgsort is a single track distance dedicated for rail freight traffic but with heavy problems of capacity and quality. The only alternative route is to go through Hamburg Hauptbahnhof, and that is not desirable for anyone.

This together with conflicts with the passenger traffic makes the situation very difficult.

### **Hampering effects of the bottleneck:**

- The area and infrastructure of greater Hamburg is of big importance for all freight traffic modes to and from Sweden and the Scandinavian countries as Hamburg is our window to Europe. A large amount of all cargo carried to and from Sweden needs to pass through the Hamburg area and capacity and quality problems quickly hampers the traffic for all modes of transport.

### **Measures towards a solution (if available):**

- EU founded investments the infrastructure.

### **Parties needed to be involved in the solution:**

- The Commission
- German Rail Administration
- German Road Administration

### **Any available best practice:**

- The work with Dedicated Freight Lines or Primary Freight Network as well as European corridors has been going on for some time without any real results. A Swedish model, still under development, with national investment from the state budget in terminals and ports of great importance for the country's infrastructure should be examined. For instance, the port of Gothenburg is a national interest and it is evident that the whole nation needs to finance to necessary infrastructure. Functioning infrastructure in the Hamburg area as well as some other areas in Europe is critical for the whole logistics business.

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### **Description of the bottleneck:**

- Problems with electricity and signalling systems on the Oresund Bridge for rail. For whatever reason Sweden and Denmark couldn't solve the problems with two conflicting national systems for electricity and signalling, the result is less desirable a shift on the middle of the bridge. Because of that only one operator, Railion the only owner of trains built to handle both systems, can pull trains over the bridge.

### **Hampering effects of the bottleneck:**

- The situation with an actual two folded monopoly for one operator on a deregulated freight market could not have been the intention. Free access to infrastructure is a non-negotiable precondition for an open and deregulated rail freight market. This is also a very important distance as there are no other routes to choose from, apart from ferries that lack of capacity. The Oresunds Bridge is a true bottleneck for Swedish rail freight.

### **Measures towards a solution (if available):**

- Either a change of system for electricity and signalling or allowing more than one operator access to the trains built for this distance.

### **Parties needed to be involved in the solution:**

- Swedish Rail Administration.
- Danish Rail Administration

### **Any available best practice:**

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### **Description of the bottleneck:**

- Lack of capacity on the tracks from Hallsberg/Nässjö to Denmark.

### **Hampering effects of the bottleneck:**

- The rail freight industry cannot meet the required level of capacity, quality and speed from customers. The effect will be less rail freight if train operators cannot meet the requirements of their customers.

### **Measures towards a solution (if available):**

- Investments in rail infrastructure on the distance from Hallsberg/Nässjö to Denmark.

### **Parties needed to be involved in the solution:**

- Swedish Rail Administration.  
- EU.

### **Any available best practice:**

- The work carried out in the corridor cooperation's, in this case Corridor B Stockholm – Naples and Dedicated Freight Network.

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