



Special Session Proposal ERSA 2019

Transport Infrastructures and European Integration in the Framework of the White Paper 2011: Evaluation, Benchmark, Perspectives at the Age of Digital Transformation

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Brief description of the topic:

In the White Paper 2011 “Roadmap to a Single European Transport Area”, the European Union is focusing its incentives and actions in the transport sector on sustainable development and railway transport, high speed train but also railway freight corridors with the following aims given to all stakeholders (2050):

- A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport.
- 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors.

All of which will contribute to a 60% cut in transport emissions by the middle of the century. Precise goals are addressed: triple the length of the existing high-speed network by 2030, while maintaining a dense railway network in all EU Member States; deploy an effective European Rail Traffic Management System (ERTMS) and liberalize the transport sector by opening all modes of passenger and freight traffics to competition.

To meet this goal, it will require that appropriate infrastructures have to be developed: the strategy of the European Union is based, for freight transport for instance, on the well-functioning integrated railway freight corridors, highly supported by the European Commission and the member states of the European Union the last 20 years. Among six corridors, one is supporting around 50 % of freight volume carried between Rotterdam – the door of Europe – with its European Harbour number one and Genova in Italy crossing the backbone of industries and services in Europe, especially in northern Italy and Germany. Switzerland is also highly depending of the efficiency of this corridor as its transport policy is implementing a challenging and successful modal transfer from road to rail and has built a large infrastructure programs (Gothard Tunnel (57 km for the tunnel base) and new Ceneri (15 km for the tunnel base) to improve capacity on the trans-alpine tracks.

The objective of this special session is then clear: infrastructure program, corridors play then a leading role in the sustainable development of the European Union : evaluation, benchmark among European member states are needed in a time of scarce public finance, but also experiences from countries outside of the European Union are very important. In this perspective, innovation is the leading force for strengthening infrastructures and corridors development: what are the impact on

infrastructure management and operation of the digital transformation we experience today in the whole transport sector?

For example:

- Innovations with the implementation of new signal system (ERTMS or European Rail Traffic Management System): where are we now?
- One desk shop relationship with stakeholders and forwarders on EU freight corridors: implementations, evaluations, perspectives?
- Competition on the tracks between European railway companies - both “grandfather” but also newcomers on the tracks. Is it functioning? Where?
- Cooperation among rail stakeholders in Europe, both on the side of infrastructures managers and transport operators: is it working? **Technical interoperability** between the network?
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References:

See Transforum project from the E.U. : <http://www.transforum-project.eu/>