



Capacity for Rail

# Catalogue of Specification for Future Rail Freight System, Dissemination Workshop 2, Brussels, 3 Nov 2016

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## Objectives

- To study and design new concepts for network-based services for fully integrated rail freight systems to meet the requirements of 2030/2050;
- To study the performance of newly designed fully integrated rail freight systems using simulations;
- To analyse the potential of newly designed, fully integrated rail freight systems and understand the expected market up take levels;
- To produce a catalogue on rail freight systems to contribute to the Commission's goals for 2030 and 2050;
- To suggest standards for fully integrated rail freight systems.

- Task 2.4.1 – Design of New concepts for network-based services for fully integrated rail freight systems (Period: M24-M32)
  - Partners: **UNEW**, KTH, NEWOPERA, DICEA
  - Delivered: D24.1 Catalogue: Rail Freight Systems of the Future (intermediate) and MS18 - New concepts for Rail Freight System integration;
- Task 2.4.2 – Performance Assessment of Integrated Rail Freight Systems using Simulations (Period: M30-M36)
  - Partners: **UNEW**, KTH, DICEA;
  - Delivered: MS22 Report Simulation modelling;
- Task 2.4.3 - Catalogue : Rail Freight Systems of the Future (includes “Analysis of Market up-take”) (Period: M34–M40)
  - Partners: **UNEW**, TRV, KTH, NEWOPERA, DICEA;
  - Ongoing research,
  - Conduct comprehensive survey (discussed later)

- Produce from tasks 2.4.1- 2.4.2 and survey:
  - D24.2 Catalogue: Rail Freight Systems of the Future (Final)
- Task 2.4.4 – Standards (Period: M40–M46)
  - Partners: **NEWOPERA**, UNEW, TRV
- Task 2.4.5 – Synthesis: Final technical report of SP2 Freight (Period: M44–M48)
  - Partners: **UNEW**, TRV, KTH, NEWOPERA, DICEA;
- Finally to produce:
  - **D24.4 Final Technical Report of SP2** (New Concepts for Freight) M48

# Survey Questionnaire

- There are a total of 33 questions
  - Main questions 27 and
  - Profile related questions 6.
- You may need around 30 to 40 minutes to complete the questionnaire;
- If you need to stop and return later, just bookmark the page and come back later, it will remember your answers.
- Once you have completed the survey you can't return again.
- We request you to take part in the survey

# Survey Questionnaire



## The Rail Freight System of the Future (2030/2050) potential for industry market uptake of proposed technologies and innovations . PILOT

The CAPACITY4RAIL project (for details visit <http://www.capacity4rail.eu/>) aims to deliver research that is innovative and will prepare rail for the future so that the rail freight sector can achieve modal shift (from road) as set out in the 2011 White Paper.

As part of SP2 research designing the rail freight system of the future, the CAPACITY4RAIL Consortium are conducting a comprehensive survey to understand the expected industry market up-take levels of the proposed designs.

This survey will inform a catalogue of rail freight systems to meet the requirements and expectations for 2030/2050. The catalogue will consolidate all the rail freight system designs developed and identify the technological innovation required to meet the White Paper goals.

Consequently we have categorised the questions into 6 subtopics; freight modal shift from road to rail, EU wide high speed rail network, Multimodal TEN-T core network, Long-term comprehensive network, Traffic management systems and Multimodal transport information. These are in line with the European Commission Goals for a competitive and resource efficient transport system.

This survey is private and confidential, no respondents will be identified individually, and the results will be used in an anonymous manner.

If you need to stop and return later, just bookmark the page and come back later, it will remember your answers. Once you have completed the survey you can't return again.

Thank you

CAPACITY4RAIL Consortium

# Survey Questionnaire 2<sup>nd</sup> page

1 How useful do you think an increase in rail gauge clearance will be in encouraging modal shift from road to rail and why?

Why

2 TEN-T guidance indicates an increase in axle and meter load to 22.5 tonnes Europe wide by 2030.

How likely do you think it is that an increase in axle and meter load to 22.5 tonnes, Europe wide will be achieved by 2030?

- Strongly Agree
- Agree
- Undecided
- Disagree
- Strongly Disagree

3 Achieving modal shift by 2030/50 will likely require an increase in freight train movements.

How confident are you that rail freight will achieve increased priority during path allocation?



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# Example: Answering Main Questions

1 How useful do you think an increase in rail gauge clearance will be in encouraging modal shift from road to rail and why?

  
 Extremely useful  
 Very useful  
 Moderately useful  
 Slightly useful  
 Not at all useful

2 indicates an increase in axle and meter load to 22.5 tonnes Europe wide by 2030.

How likely do you think it is that an increase in axle and meter load to 22.5 tonnes, Europe wide will be achieved by 2030?

- Strongly Agree
- Agree
- Undecided
- Disagree
- Strongly Disagree

3 Achieving modal shift by 2030/50 will likely require an increase in freight train movements.

How confident are you that rail freight will achieve increased priority during path allocation?



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# Example: Answering Profile Question

To enable statistical analysis the following questions are about yourself. We are happy to remind you that this survey is anonymous and no data are linked to any individual.

28. Which of the following categories best describes your role?

- CEO
- Senior Management
- Middle Management
- Operational
- Administration

Other (please specify)

29. Which of the following best describes your business?

- Freight operator
- Infrastructure Manager
- Logistics Service Provider
- Passenger Operator
- Rail Equipment Manufacturer/Seller
- Terminal Operator
- Rail Freight Customer

Other (please specify)

*Thank you for your kind attention*

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