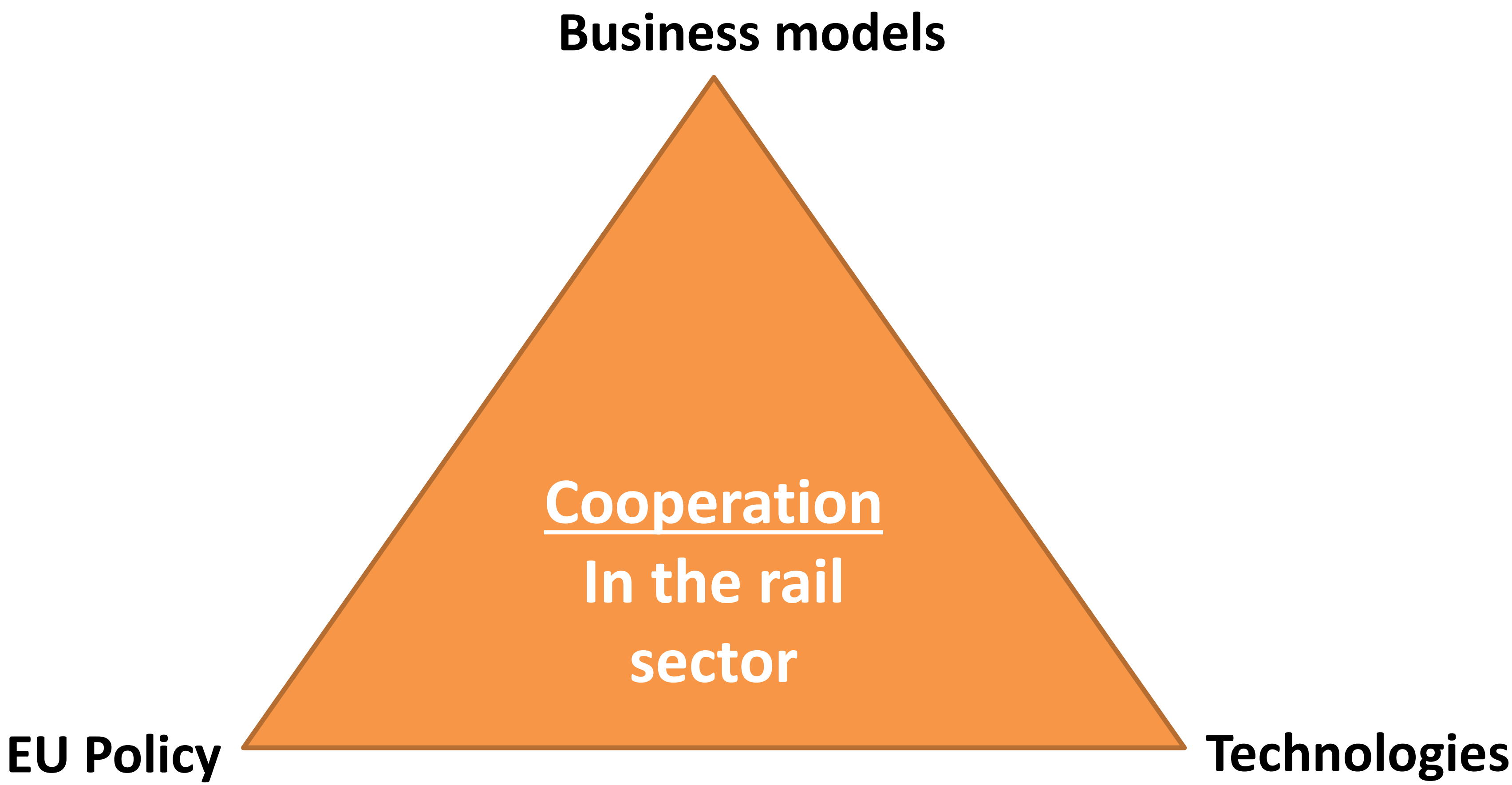
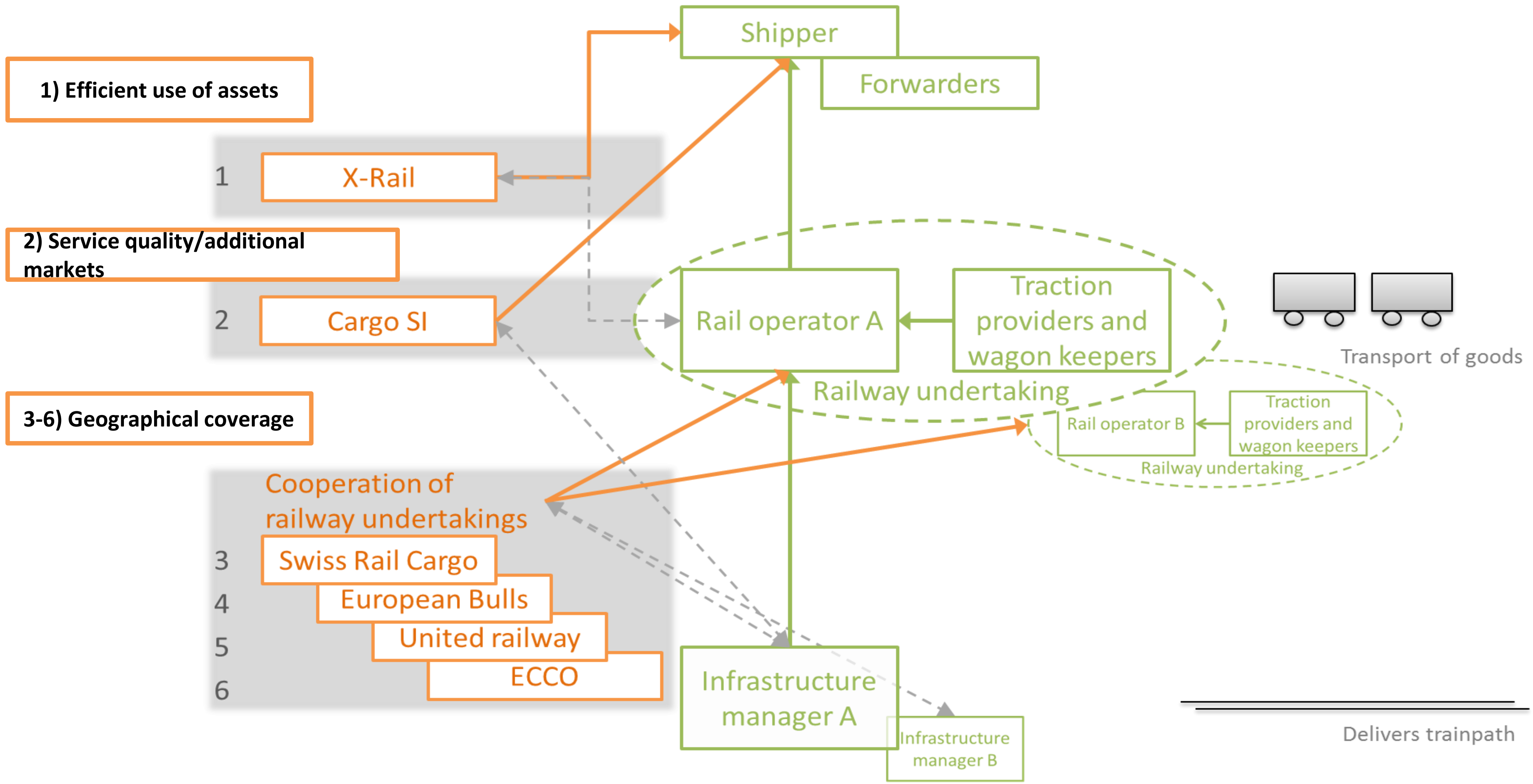
European Commission

SMART RAIL

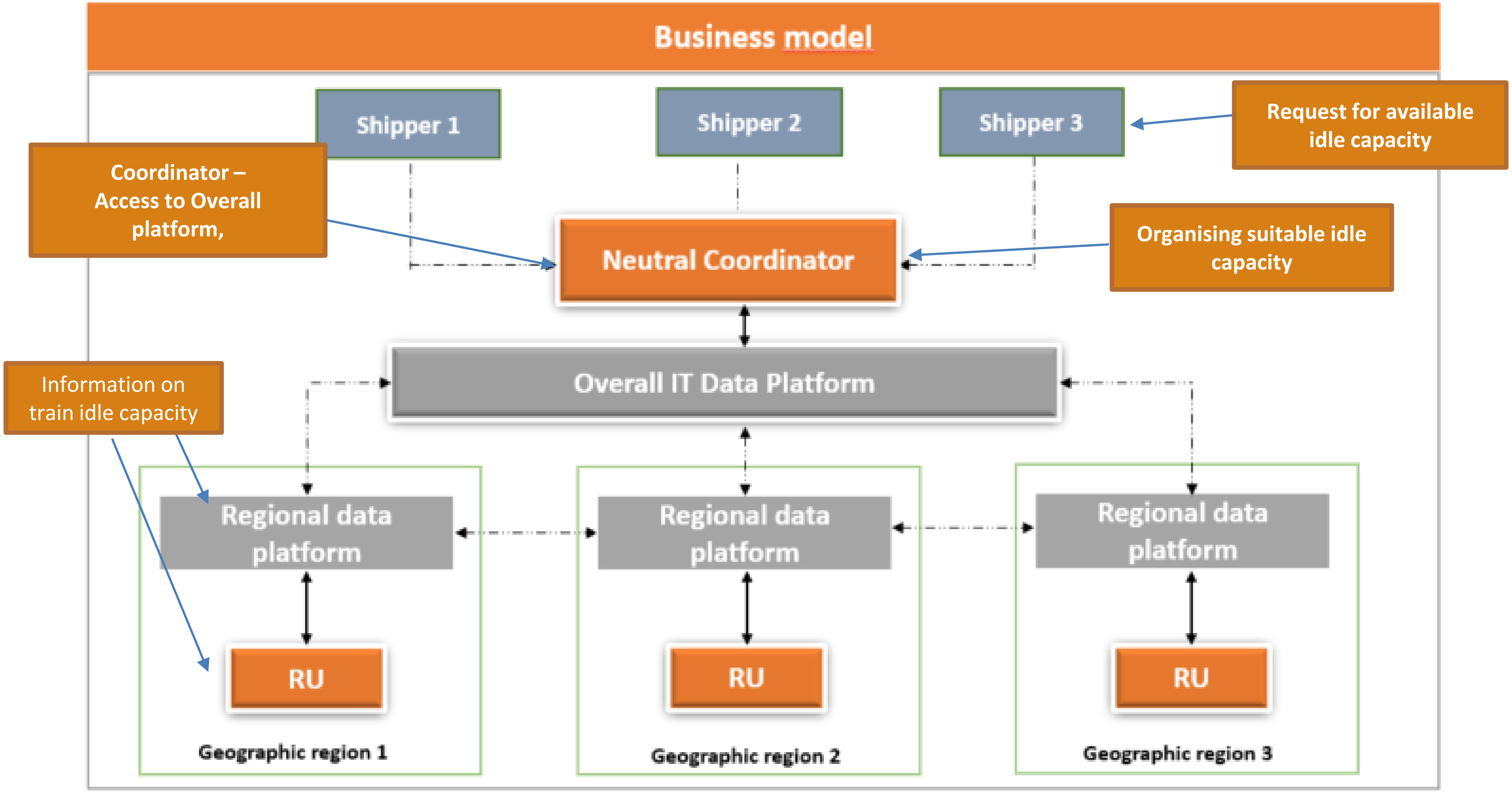
Vienna, Matic Prosen


Business models
Cooperation
In the rail
sector
EU Policy
Technologies

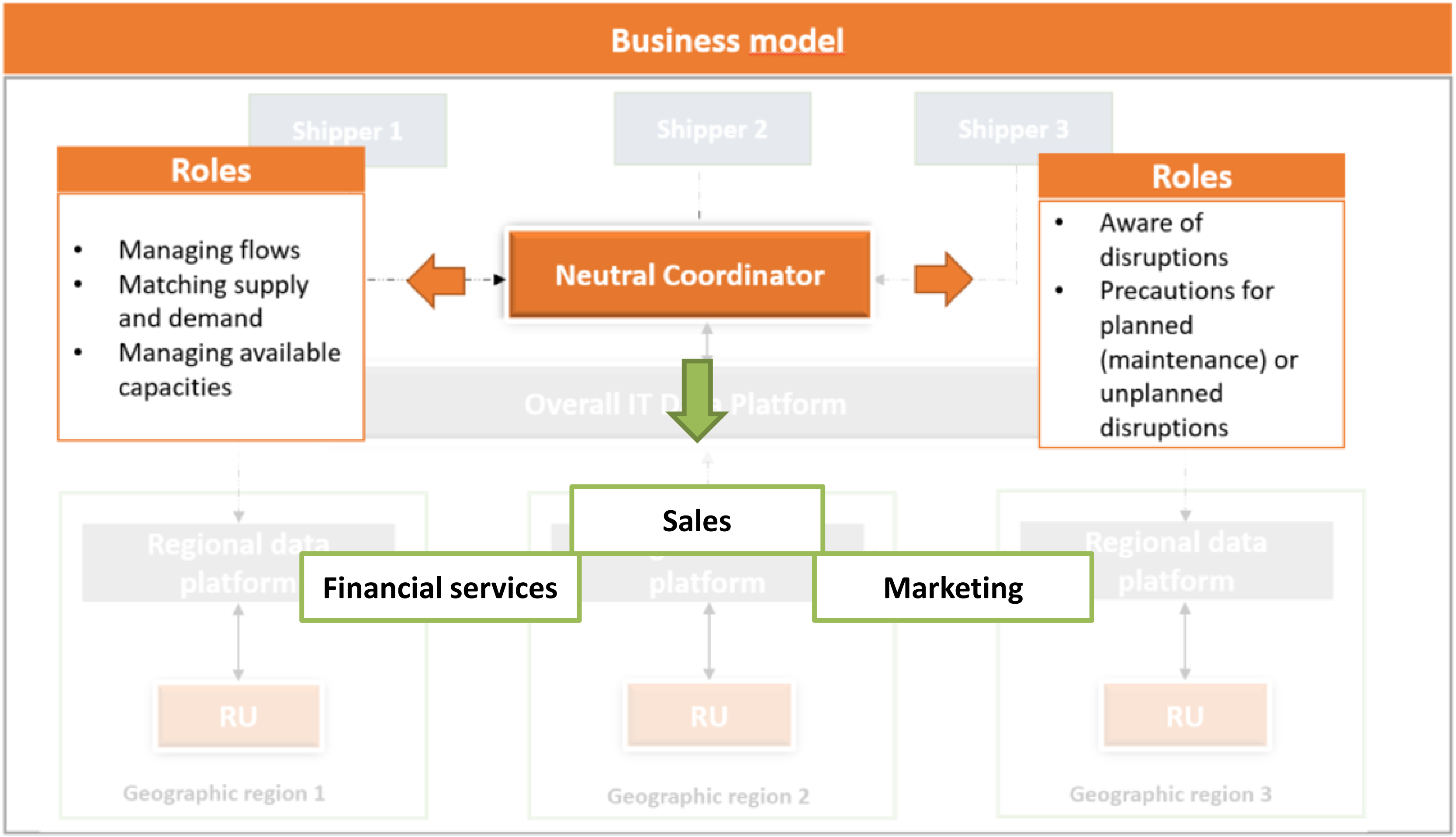
Examples of cooperation



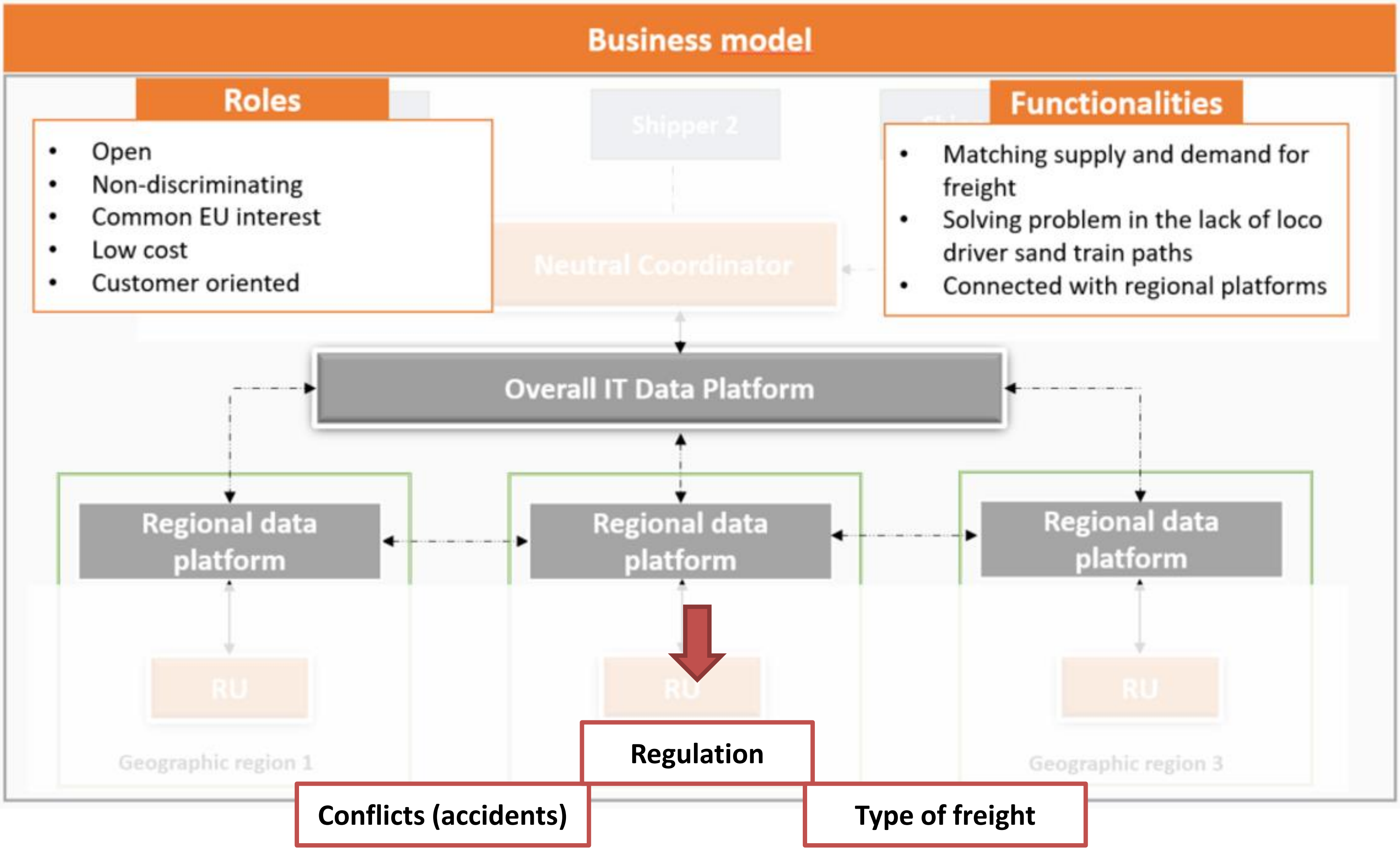
Business models



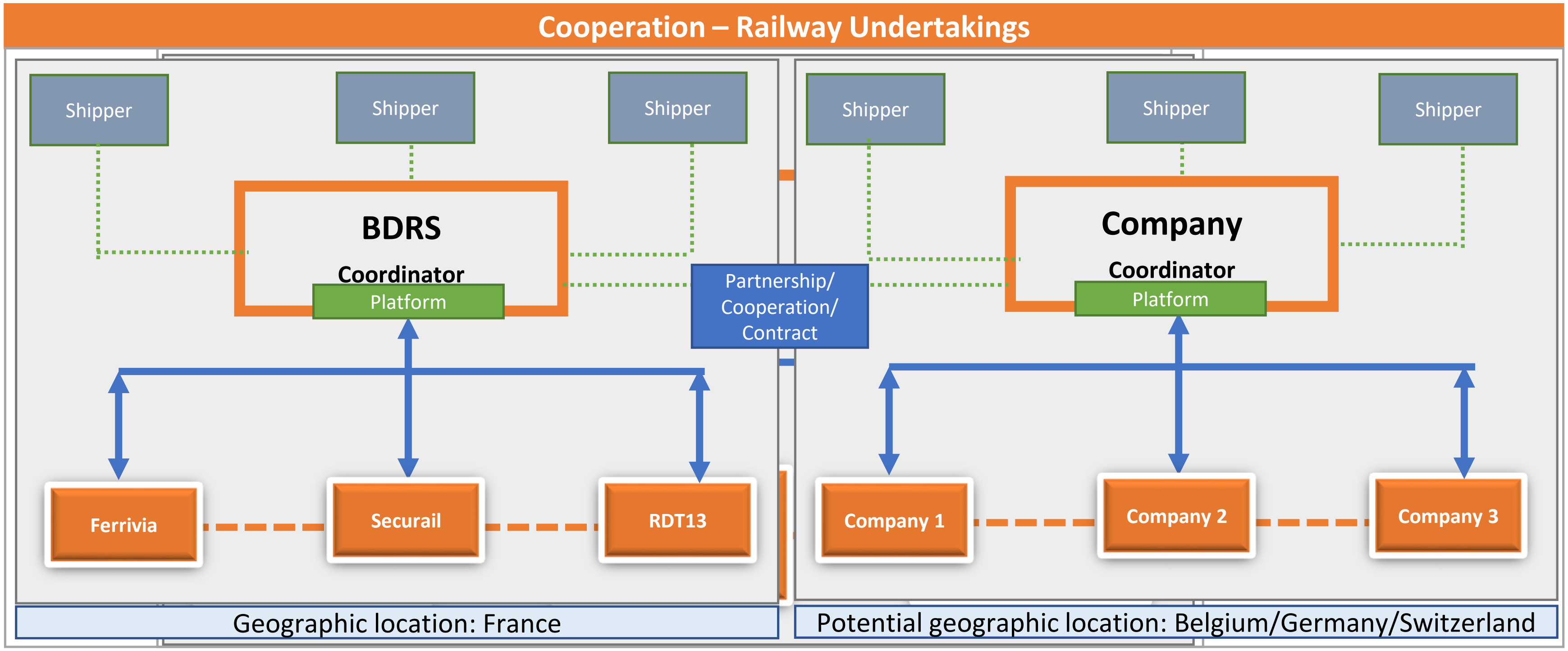
Business models



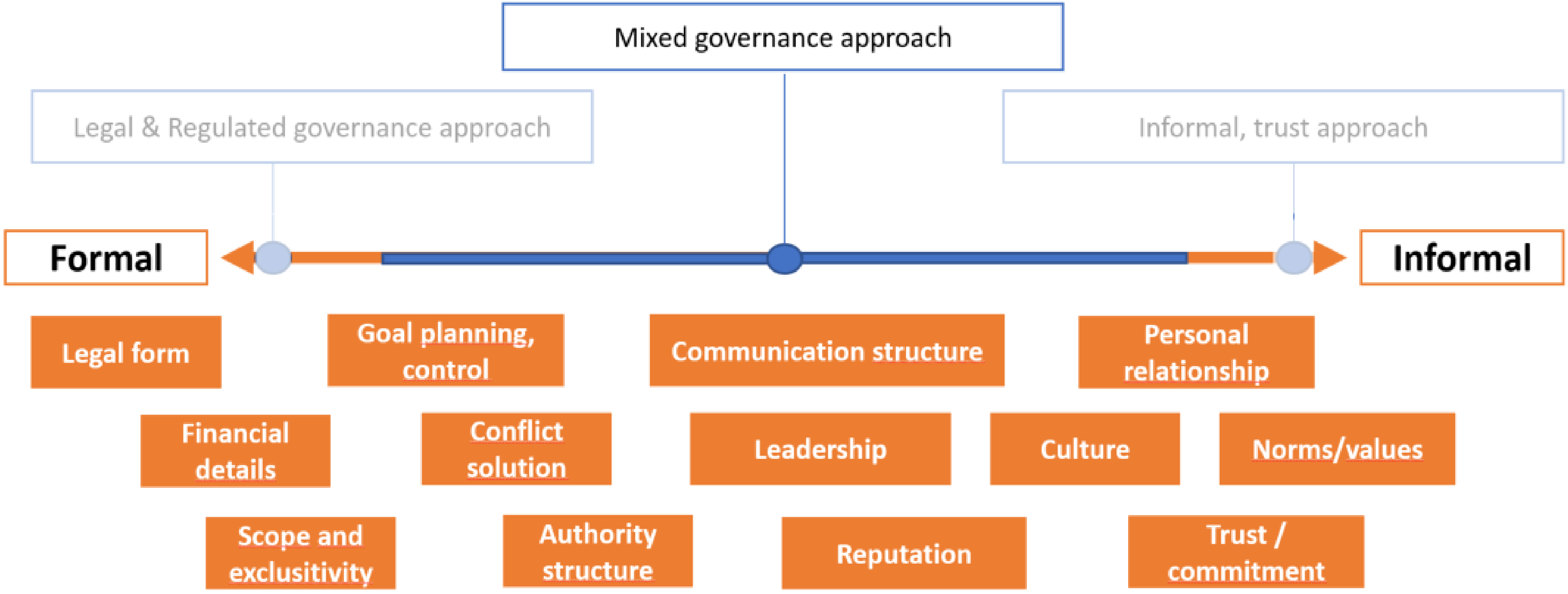
Business models



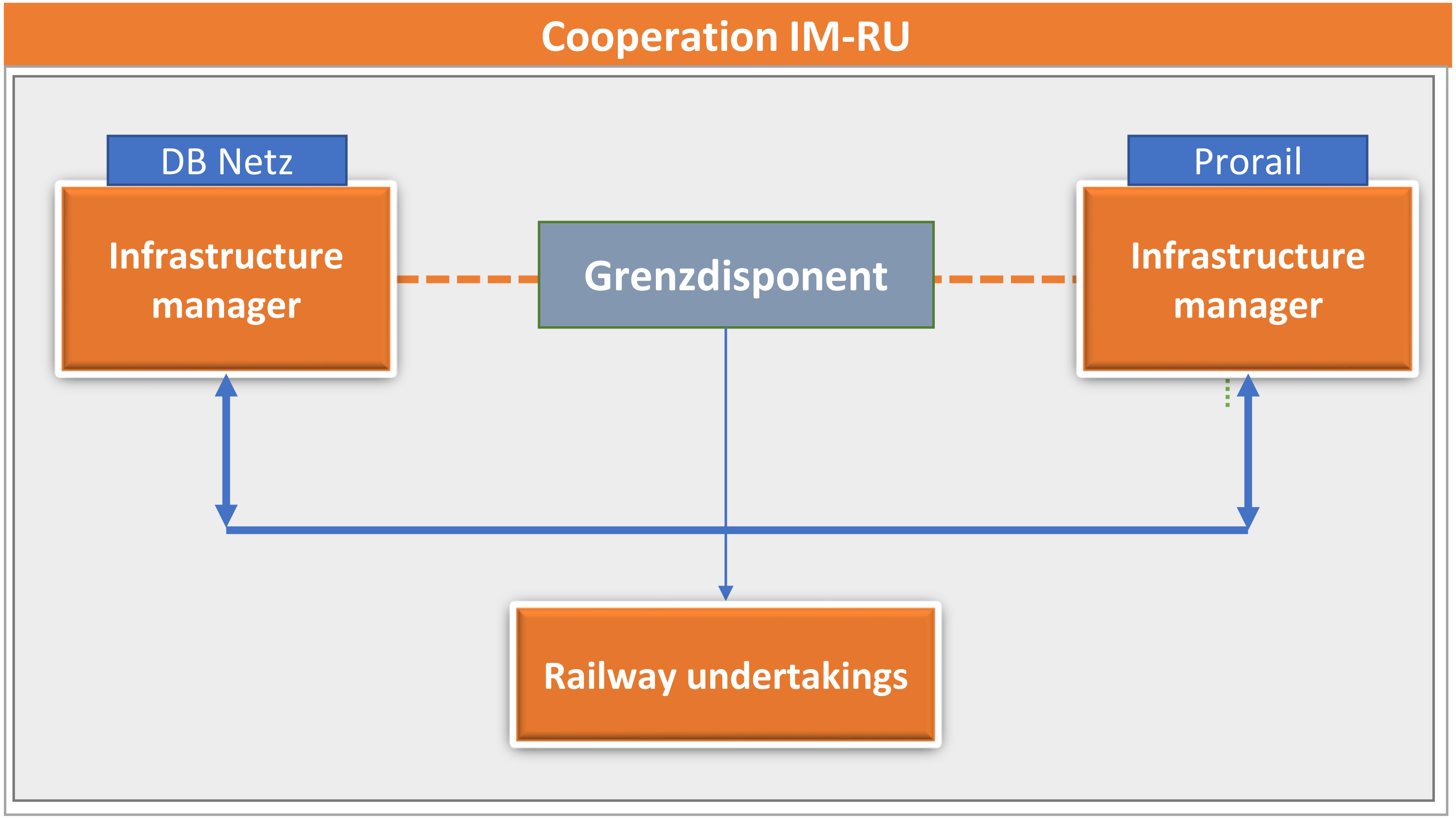
Business model in Smart-Rail



Governance model



Cooperation IM->RU

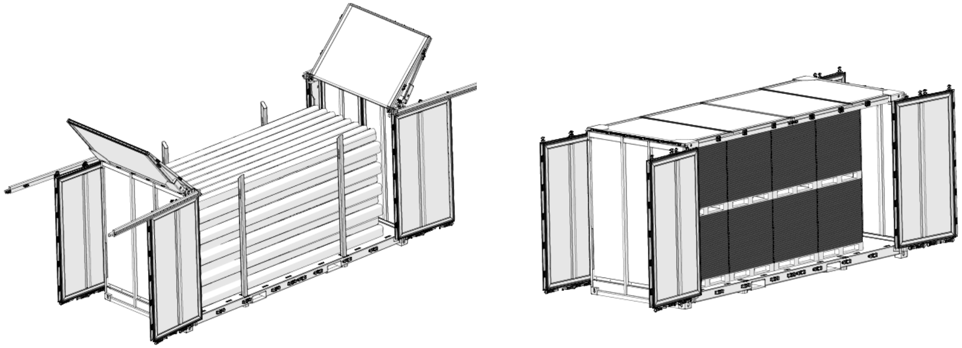


New technologies and technical devices

ContainerMover

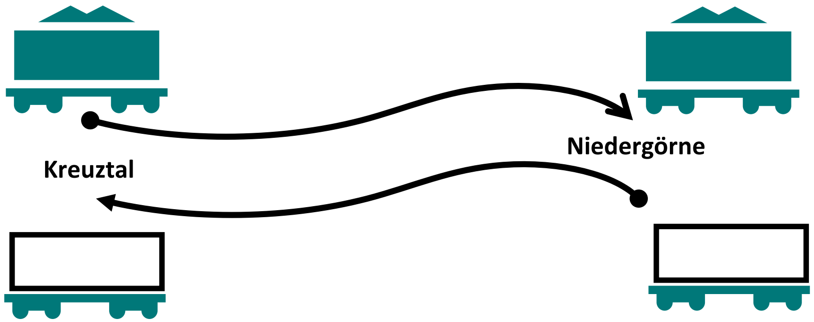
Modalohr

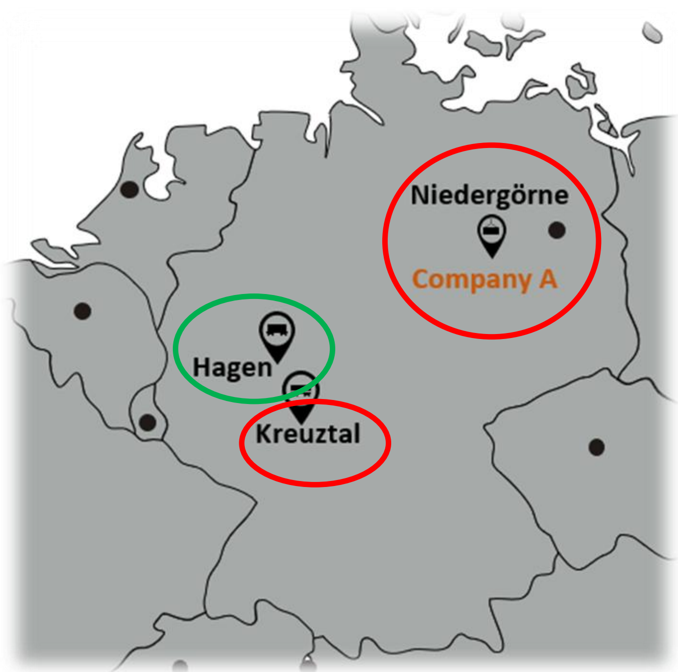
Euroflat

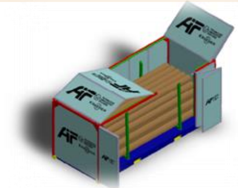


CargoGoTram Dresden

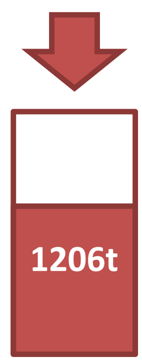
Euroflat solution





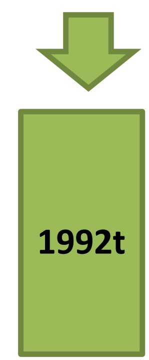


Traction	16.142€	17.642€
Wagon	2.274€	2.505€
Boxes		2.358€
Shunting	1.000€	2.000€
Cost/train	19.416€	24.506€



Tonnes/trip

60% more tonnes/trip with Euroflat solution

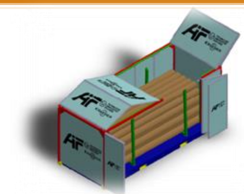


Tonnes/trip

SMART RAIL

Euroflat solution

Lower costs/unit | **Higher competitiveness** | **Less slots**



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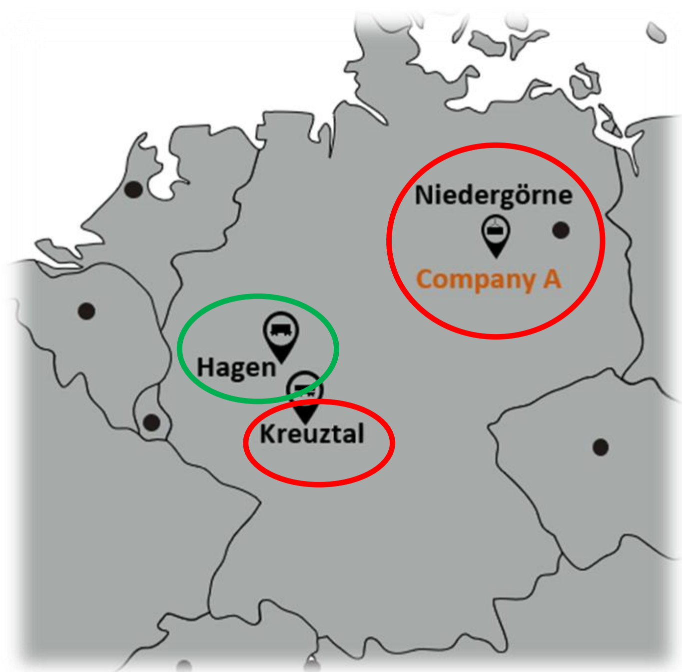


16.3€/ tonne

€/tonne

25% lower costs/tonne with Euroflat solution

12.3€/ tonne

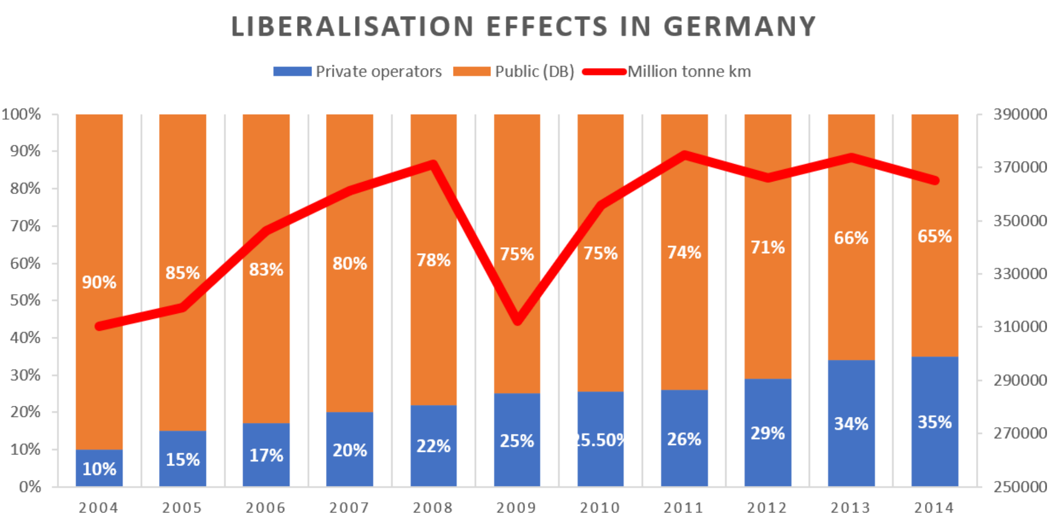
€/tonne

European policy

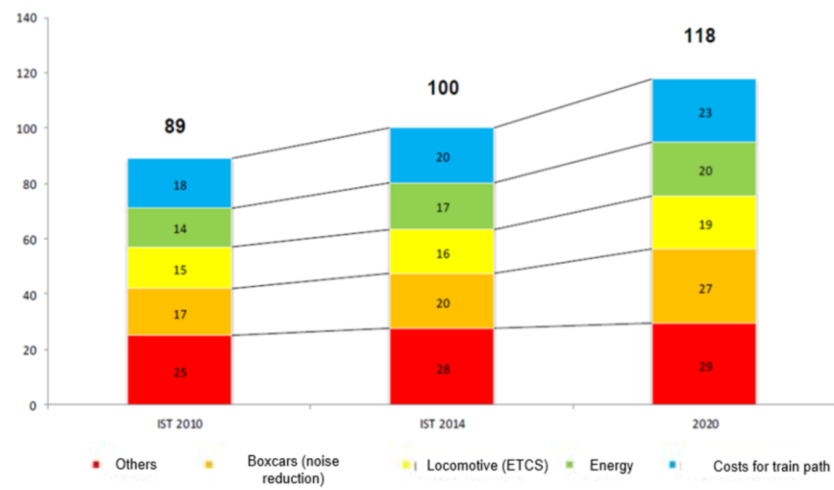
- **Evaluation of the EU policy and regulatory bottlenecks**

Harmonisation | Liberalisation | Interoperability → Cooperation & competitiveness of railways?

Liberalisation (share of public vs. private operators)



Train cost / segment



Source: Allianz pro Schiene

Rastatt

A need for:

- Neutral coordinator
- IT platform (not just for freight, also locos, drivers, train paths, coordination…)
- Improved communication

General cooperation between RU's (new business models to overcome disruption)

SBB and DB Cargo increased cooperation -> freight shuttle service Stuttgart-Zürich
SBB Cargo-IGE (public-private cooperation)

EU Policy problems exposed

- Language
- Missing infrastructure
- Locomotives
- Loco drivers
- Train slot availability

Lack of communication IM-IM and consequently RU

Lack of communication on (inter)national level; no real alternatives or **contingency plans**

Implementation plan

Implementation plan – Roadmap **towards cooperation and modal shift**