

# GROUP STRUCTURE



blue=railway; grey=representative office; green=frowarding





**REPRESENTATION  
BY ederlog**

**CER SLOVAKIA**

**CER HUNGARY  
BILK-TRANS**

**CER CARGO d.d.**

**CER CARGO d.o.o.**

**CER-FERSPED S.A.**



# MAIN CORRIDORS

**KUTY – RAJKA/KOMÁROM/STUROVO - CURTICI**

**HEGYESHALOM - CURTICI**

**KUTY – RAJKA/KOMÁROM/STUROVO - SUBOTICA**

**HEGYESHALOM - SUBOTICA**

**HUNGARY – CONSTANTA (RO)**

**HUNGARY – RIJEKA (CRO)**

**HUNGARY - ITALY (via Slovenia)**

**HIDASNÉMETI – CURTICI/SUBOTICA**





# EUROPE RAIL FREIGHT CORRIDORS



**Rail Freight Corridors (RFCs) map 2015**  
Including extensions foreseen in 2016 as indicated by the RFCs

- RFC1 Rhine-Alpine
- RFC2 North Sea-Mediterranean
- RFC3 ScanMed
- RFC4 Atlantic
- RFC5 Baltic-Adriatic
- RFC6 Mediterranean
- RFC7 Orient
- RFC8 North Sea-Baltic
- RFC9 Czech-Slovak

- Multi-corridor station
- Single-corridor station
- Future extensions\*
- Under construction



\*This map does not include all potential RFC routes' extensions contained within Annex 2 of EU Reg. 1316/2013 (extensions are subject to market studies). For further details, please refer to the individual RFCs' websites.



# CHINA-EUROPE CONNECTION



# WHY RAIL?

## ADVANTAGES COMPARED WITH ROAD

- Heavy cargo
- Mass transport
- Security
- CO2 emission
- Cost

## ADVANTAGES COMPARED WITH SEA OR IWW

- Speed
- Better penetration
- Better frequency





# CHALLENGES AT CROSS-BORDER

## TECHNICAL CHALLENGES

- Difficult homologation for Rolling Stock
- Necessity to change the locomotive and driver
- Different restrictions (terrain, climatic, workforce, etc.)

## PROCEDURAL CHALLENGES

- Different rules at border crossing (custom, communication)
- Different procedures (CIM Letter plus many other papers) – Why not paperless?



# CHALLENGES AT CROSS-BORDER - DETAILED

- Wagons revision is not harmonized. You have to do wagon revision at border and spend time for this, even though the same revision has been made previously, just before entering the country
- At the border, you have to take out the electricity for checking the wagons by the border police, even for empty wagons
- Even though a locomotive is homologated as per new harmonized legislation, you still need the approvals from the local Railway Authority and include it in the local booklet
- Maximum allowed tonnages are set by the infrastructure administrator and are fixed. For only 1 ton extra, you will leave behind one entire wagon. It should be mentioned a margin (ex: +/- 5%)
- Rail track class is not harmonized. You might run on the same corridor, rehabilitated but you will run on class D for some countries while in the others you will run on class C
- Special norms for oversized cargo, sometimes in contradiction with RIV norms. You will have to stop a train with containers at the border for measuring the container, even though it will have the same size all the time
- Despite of the fact that International legislation promote intermodal transport, we do not have any incentive to facilitate the intermodal/container trains
- Papers requested at the border are not harmonized, despite the existence of CIM letter (and mostly, all the papers are requested on hardcopies)





# VISION FOR THE FUTURE

**FLEXIBILITY**

**SIMPLICITY**

**UNIFORMITY**

**SPEED**

**LOW COSTS**



# Thank you for your kind attention!

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