

Growth perspectives for rail freight

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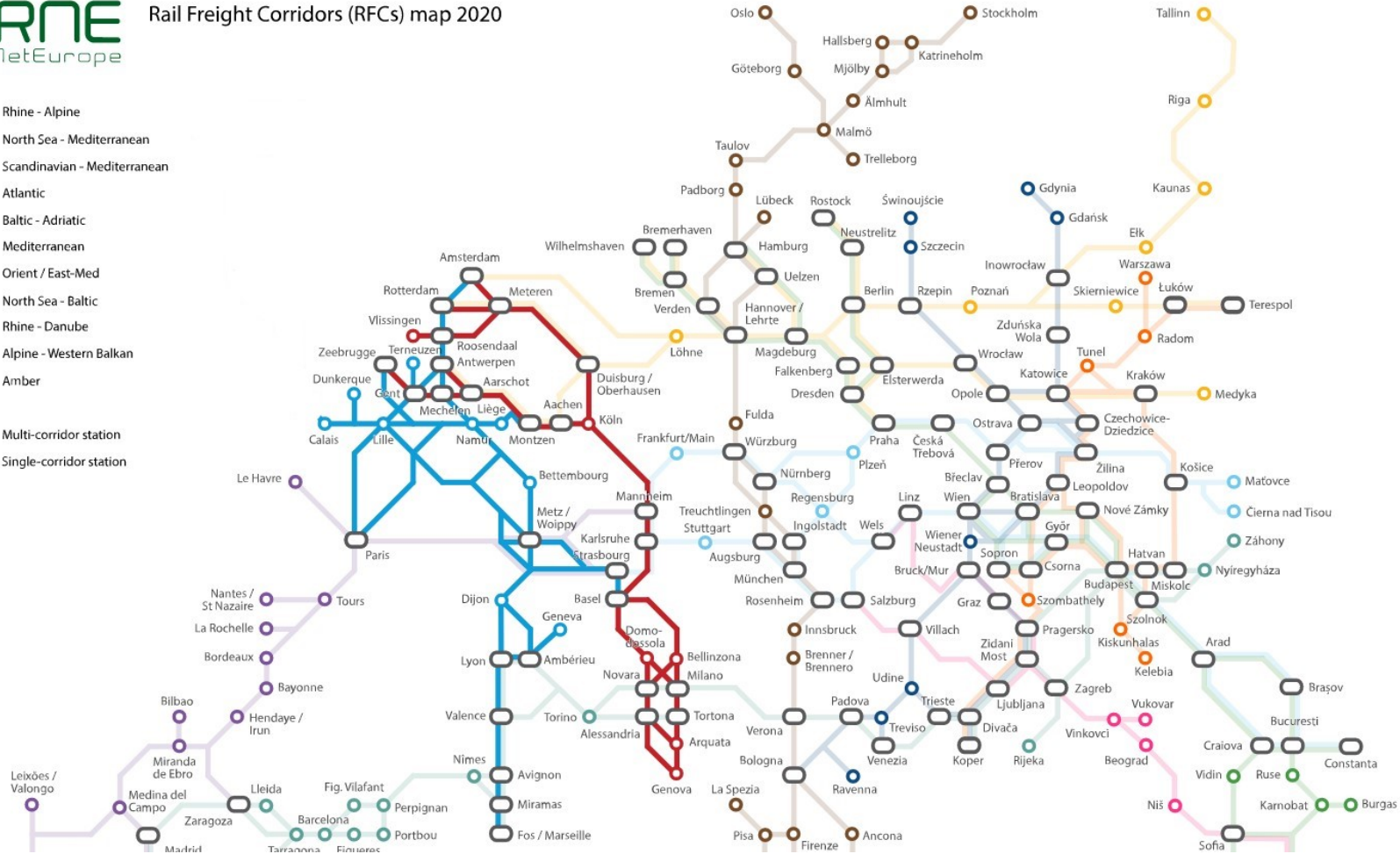
RFC NSM and RALP are part of a European network of RFCs



Rail Freight Corridors (RFCs) map 2020

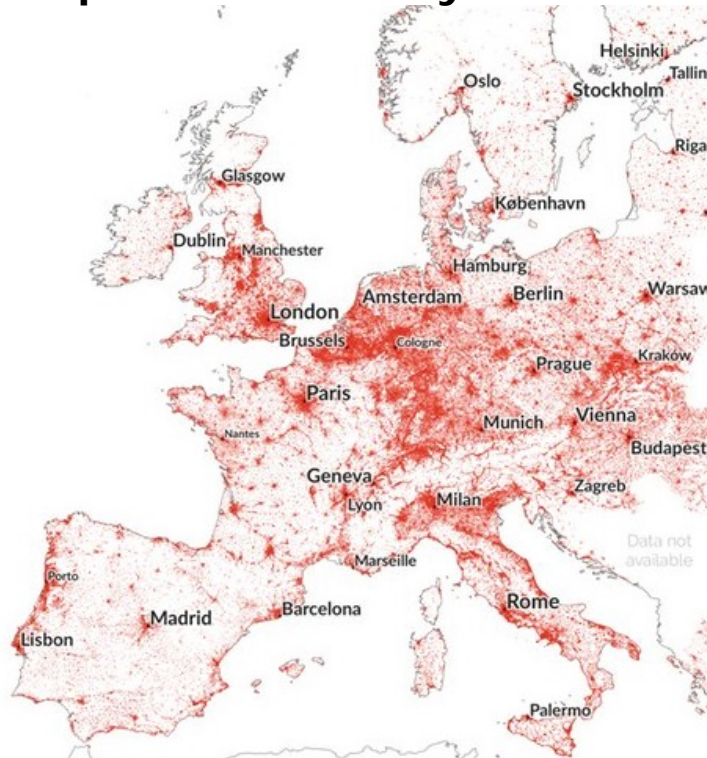
- RFC1 Rhine - Alpine
- RFC2 North Sea - Mediterranean
- RFC3 Scandinavian - Mediterranean
- RFC4 Atlantic
- RFC5 Baltic - Adriatic
- RFC6 Mediterranean
- RFC7 Orient / East-Med
- RFC8 North Sea - Baltic
- RFC9 Rhine - Danube
- RFC10 Alpine - Western Balkan
- RFC11 Amber

- Multi-corridor station
- Single-corridor station

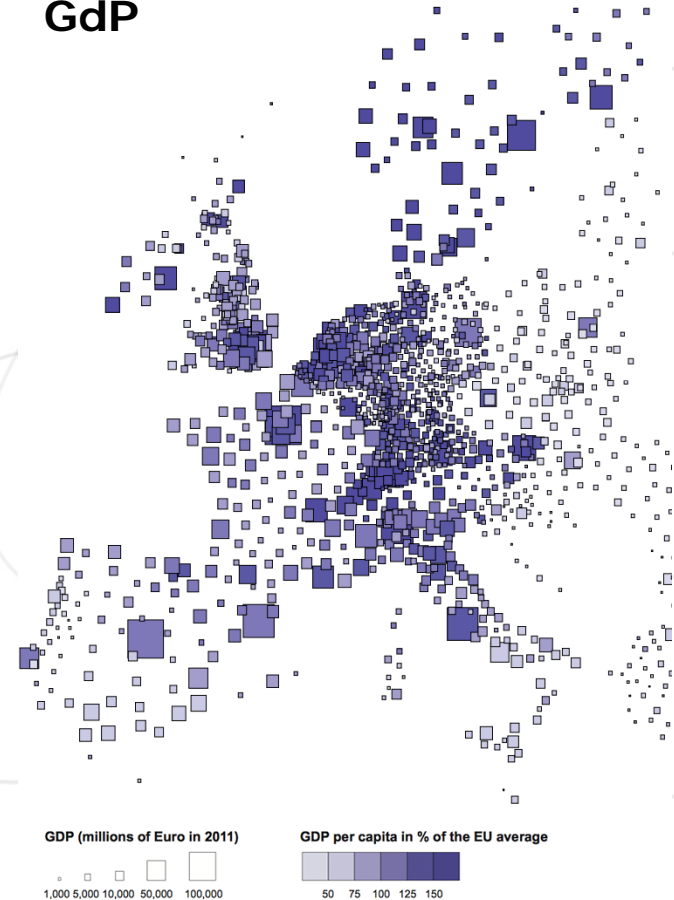


We partly cover the same market on the “blue banana” and enable rail freight in the economic heart of Europe

Population density

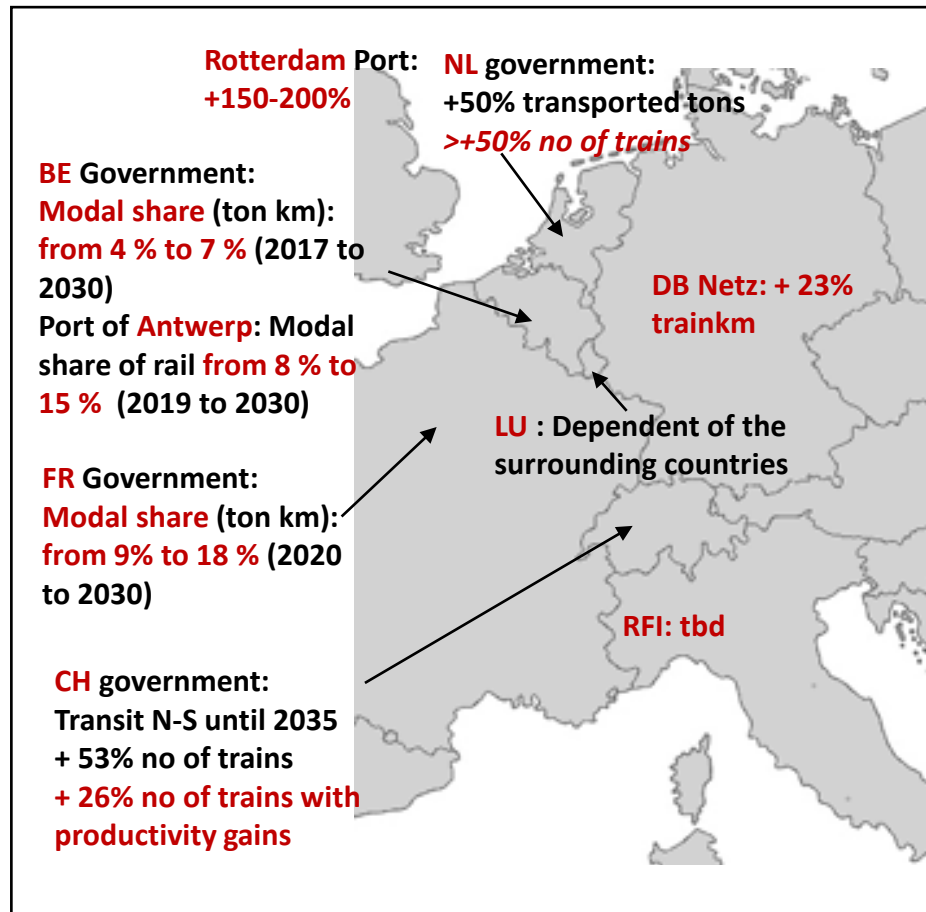


GdP



There are high growth expectations for rail freight in all related countries: How to make this work?

National plans for rail freight growth until 2030



Challenges from the growth expectations

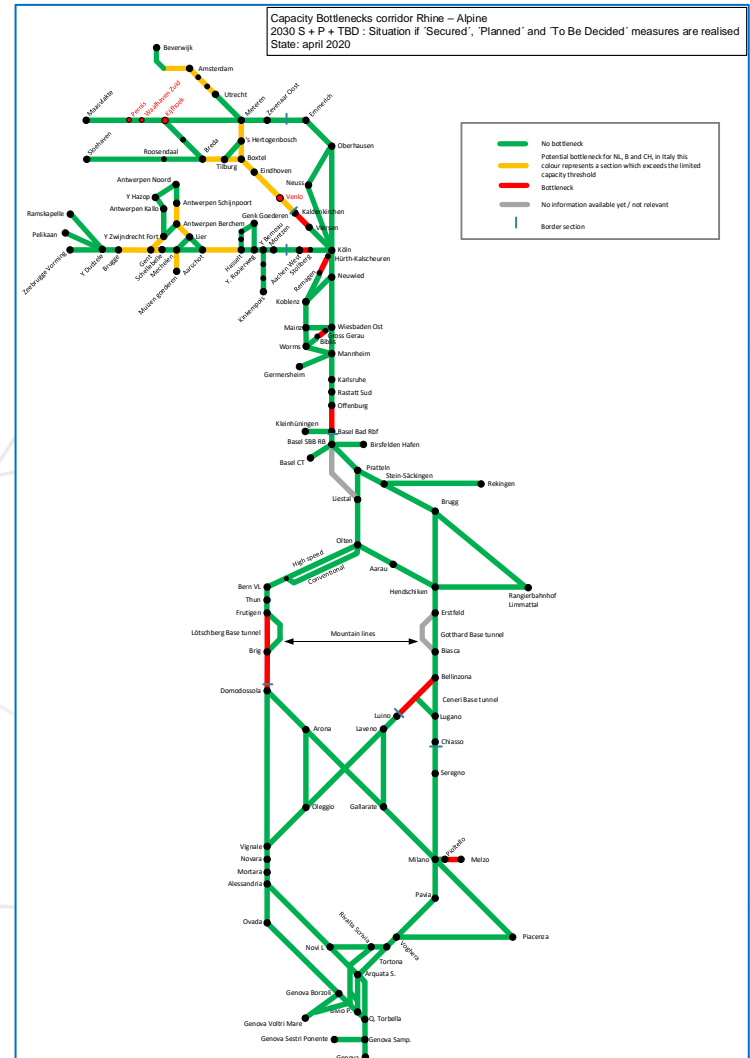
- How does the national planning fit together? (question to MoTs/ExBs)
- How can high growth for both rail freight and passenger rail be enabled on the two RFCs and in general in the related countries?
- Which rail freight growth is planned at terminals and ports on the two RFCs?

To be kept in mind: Bottlenecks will continue to limit capacity in both RFCs for a long time



Source: Book 5 RFC NSM

Situation 2030



Source: CBA 2020 RFC RALP