CRTS

Commuter and Regional Train Service Activity Overview

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UIC in 2020

Plus a growing network of research bodies and universities
UIC organisation structure

Rail System
- Signaling
- Rolling Stock
- Infrastructure

Passenger
- Stations
- Commercial & Services
- High Speed & Conventional

Freight
- Corridors
- Combined Transport
- IT

Fundamental Values
- Research
- Safety, Security
- Environment
- Expertise
- Development

Communications · Institutional Relations · HR & Social · Finance
Structure of the Passenger Forum
Scope

- Regular Train Services
- Integrated Tariffs
- 90% Railway Passengers in Europe *
- Possibilities of intermodality
- Big number of stations

CRTS
- Common problems
- Common solutions
- Growing market

*Source Foster Rail, ERRAC
The purpose of CRTS is to obtain a **continuous best-practice overview** of operating passenger railways in regional and metropolitan areas:

- how to manage huge passenger flows and *capacity* problems
- how to satisfy **customer expectations**
- how to manage **cross-border services**

Moreover, special consideration shall be given to:

- New ways of commuting: **MaaS** (Mobility as a Service) and individual devices
- The **post-Covid19 reality** will need to be tackle specially for commuter and regional services which are hotspots for the spreading of diseases with higher risks than the rest of services.
• There are several facts to take into account nowadays to explain why the exchange of best practices and the relationship with other actors (authorities, industry, etc.) is necessary in order to improve governance and consequently financing mechanisms and better services to communities:

- **Mobility** is increasing dramatically in urban and suburban areas (54% population lives in urban areas)
- Railway is an efficient tool to develop territory management
- Multimodality with other transport modes is a key issue for a sustainable development
- Railway helps to improve transport flows by increasing capacity
- Intercity & HSR services need mass transport as complement to absorb and disseminate traffic in the best possible conditions.

How will this sector develop the future European railway system?
**Handbook**

UIC CRTS working group is developing a **Handbook on CRTS**

The **priorities** of this project are:

- Give an overview on sustainable best practices on CRTS on a global scale and to focus on some regional specificities when relevant
- Make an analysis of the future challenges in the sector.

**CALENDAR**

3 meetings per year, 1-2 training/workshop per year and 5 topics
Training Session on public service obligation 23-27 September 2019, Seoul, Korea
To generate a specific report on **crisis management challenges** of CRTS:

- Lessons learned from Covid19 for CRTS?
- How to create a more resilient system in post-Covid19 world (e.g. business continuity, responding to the unexpected)?
- How to better communicate in this new reality?
- How to prepare for future threats (e.g. CBRN, pandemics, cyber)

To organize **Trainings** on Commuter and Regional Train services:

There is a clear interest on this kind of training and UIC has demonstrated capacity for organizing it during the last three years. The trainings would be also a tool to generate know-how, to enhance the international network on this issue.
New ways of commuting

Are the commuter and regional trains services ready for the “future” mobility challenges?
How can the rail sector adapt to a new generation of commuters?

State of the art    Benchmarking    Guidelines
Thank you for your kind attention

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