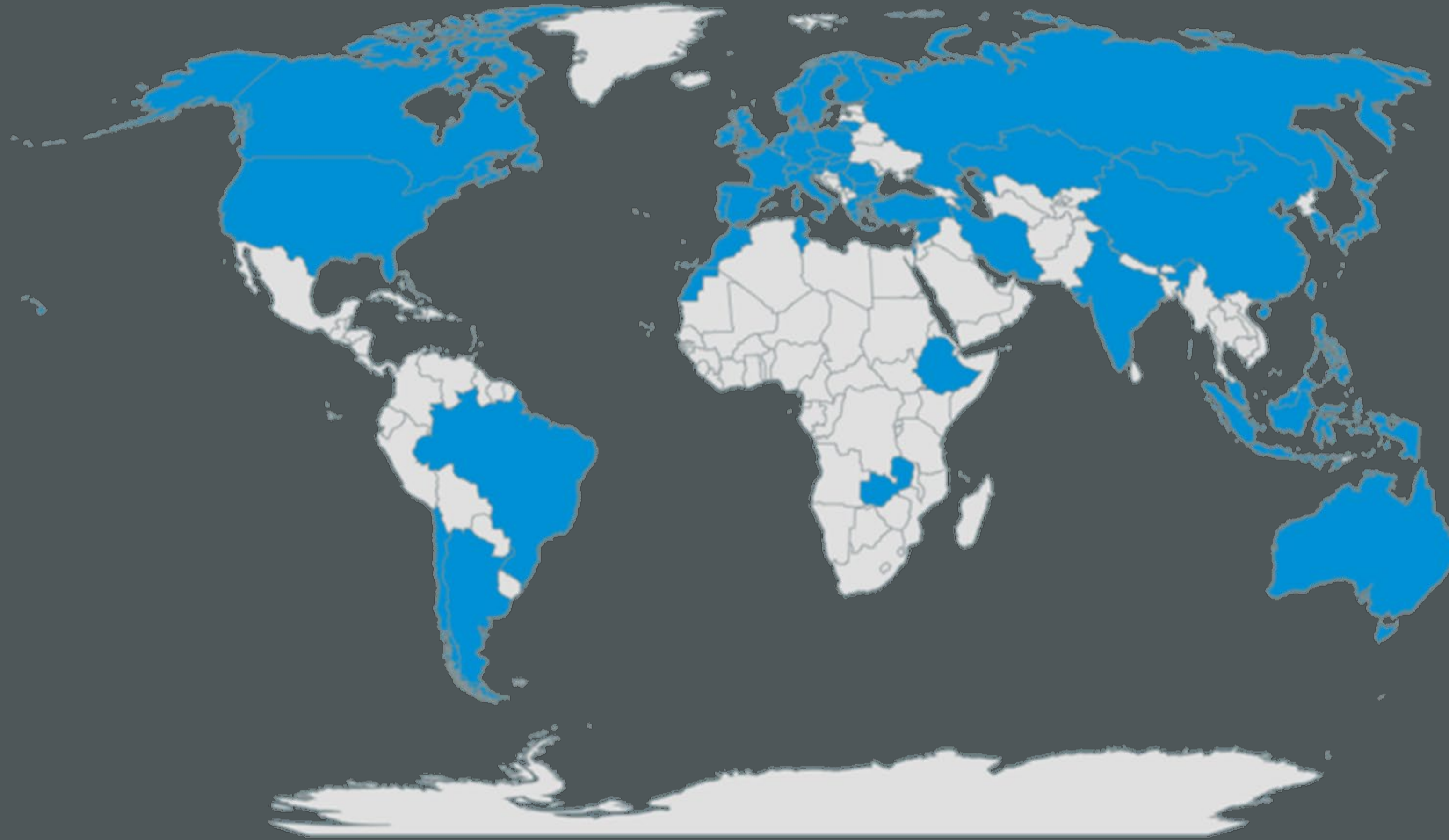# UIC COVID-19 TASK FORCE

THNS – 30 October 2020

Marc GUIGON

Director of UIC Passenger Department,
Coordinator of UIC Latin-American Region,
Coordinator of UIC Covid-19 Taskforce

30 October 2020

Countries with members of the UIC Covid-19 Task Force
49 countries from the 5 continents

- **71 UIC members** and **18 international organisations** (UITP, IATA, CER, EIM, CIT, APTA…)
- 340 members in the **UIC Covid-19 LinkedIn group**

UIC Covid-19 Task Force activities

- 13 **meetings** held since 25 February 2020
- **Web Conference** Covid-19 (South-East Asia, Africa, Latin American Region)
- **Presentation** during UIC Regional Assemblies (Europe, Asia, Middle-East) and UIC General Assembly

- File sharing (500 documents)
- 25 threats in the **UIC Forum**
- 120 videos in the **UIC media center**
- 5 **guidance documents** translated in many languages: www.uic.org/covid-19/
- 2 **State of the Art papers**
- **Dedicated UIC LinkedIn group**: https://www.linkedin.com/groups/13846065/

Building RAILsilience together – Five guidance documents

Several translations available:
French, Spanish, Portuguese, Russian, Japanese, Farsi, Serbian and German

Management of Covid-19
A series of potential measures
(March 2020)

Management of Covid-19
Potential measures to restore confidence in rail travel following the Covid-19 pandemic
(April 2020)

Management of Covid-19 *RAILsilience - How the rail sector fought Covid-19 during lockdown*
(May 2020)

Management of Covid-19
RAILsilience - Back on the track
(June 2020)

Management of Covid-19
First estimation of the economic impact of Covid-19 on rail
(July 2020)

Building RAILsilience together – State of the art papers
Several translations available

Covid-19 - state of the art
RAILsilience – Masks, ventilation and social distancing
(July 2020)

Covid-19 – state of the art
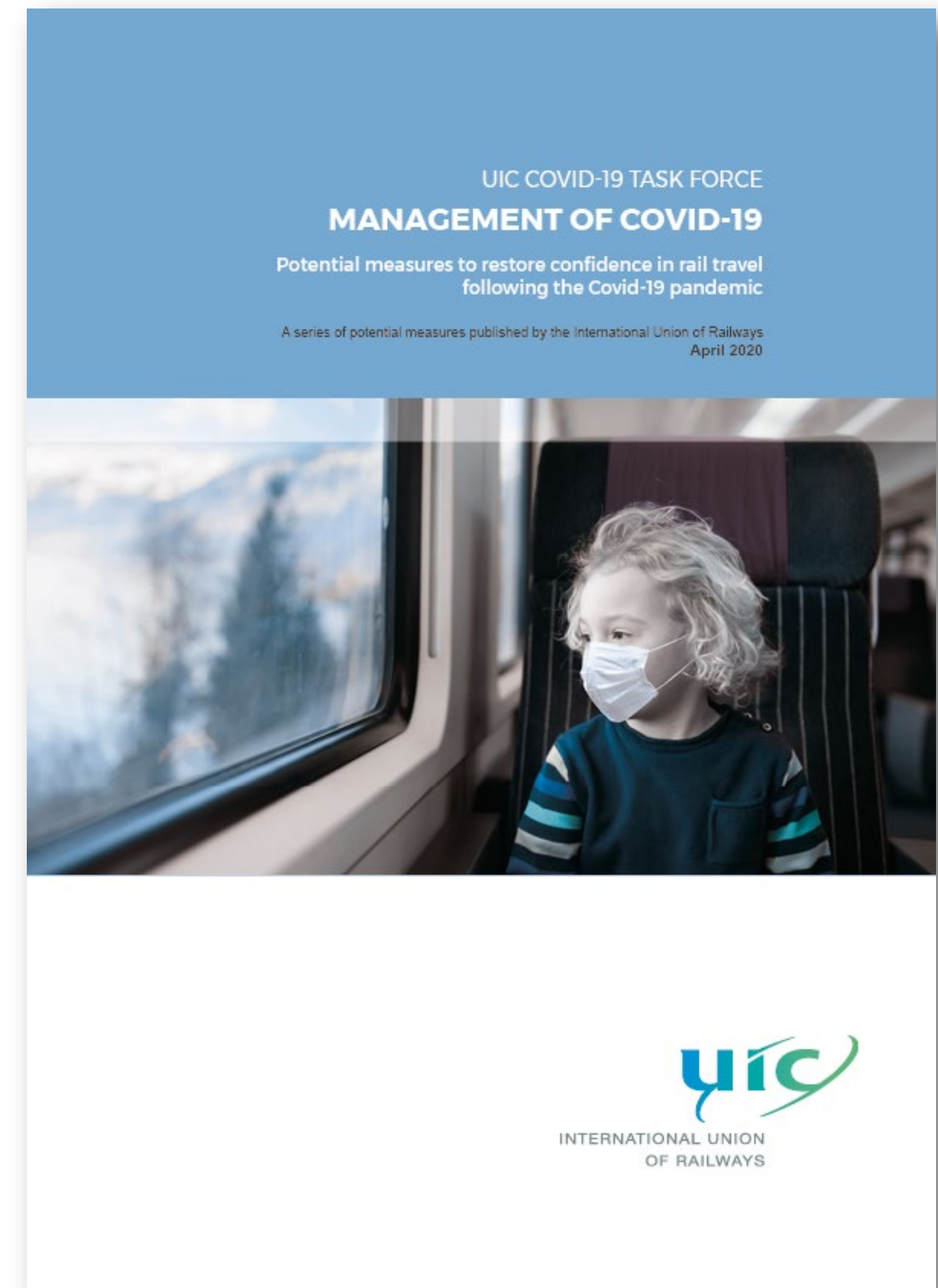*Thermal cameras*
(August 2020)

Potential measures to restore confidence in rail travel following the Covid-19 pandemic
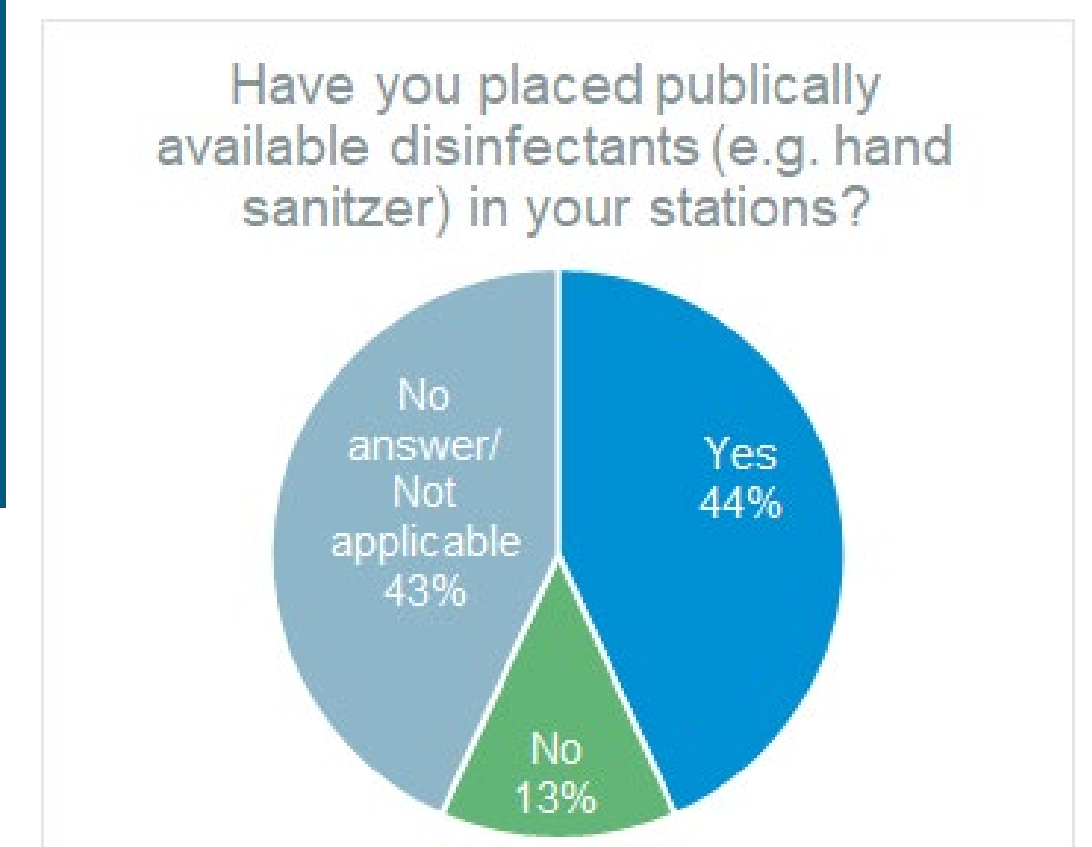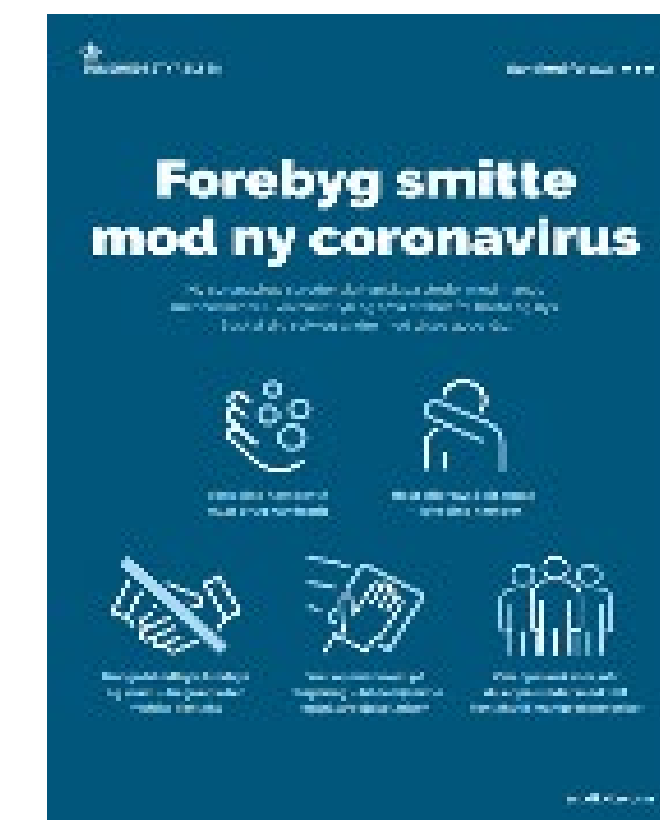
Requires:

- **Concrete (potential) measures** that limit the risk of infection from:
    - Person-to-person
        - Temperature checks
        - Questionnaires
        - Masks
        - Sanitation gel
        - Social distancing
        - Ventilation
    - Object-to-person
        - Cleaning/disinfection
        - Tickets (paperless)
        - Waste disposal

- **Communication** about said measures
    - Research demonstrates that crisis communication reduces anxiety

Less anxious people are more likely to use your transport!

UIC COVID-19 TASK FORCE
MANAGEMENT OF COVID-19
Potential measures to restore confidence in rail travel
following the Covid-19 pandemic

A series of potential measures published by the International Union of Railways
April 2020

uic
INTERNATIONAL UNION
OF RAILWAYS

RAILsilience:
How the rail sector fought Covid-19 during lockdown

- **During lockdowns rail demonstrated its resilience, or RAILsilience by:**
  - Supporting the Medical Sector
  - Supporting the Community
  - Rail freight as a provider of essential goods (food, medical equipment)
  - Passenger rail mostly continued to function for essential workers (while respecting authorities when it came to border closures, PSO)

- **RAILsilience comprises:**
  - **Response measures**: Task Forces, business continuity, suspected cases protocols
  - **Mitigation measures**: Cleaning protocols, sanitation gel, temperature screening, special measures for passengers with reduced mobility, masks, passenger reservation system changes
  - **Communication**: Both internal and external

Have you placed publically available disinfectants (e.g. hand sanitzer) in your stations?

- No answer/ Not applicable 43%
- Yes 44%
- No 13%

RAILsilience - Back on the track

- **Passenger service resumption post-confinement**
  - Measure differentiation
  - New technologies
  - Communication campaigns
- **Freight service post-lockdown**
  - Measures to recover freight business
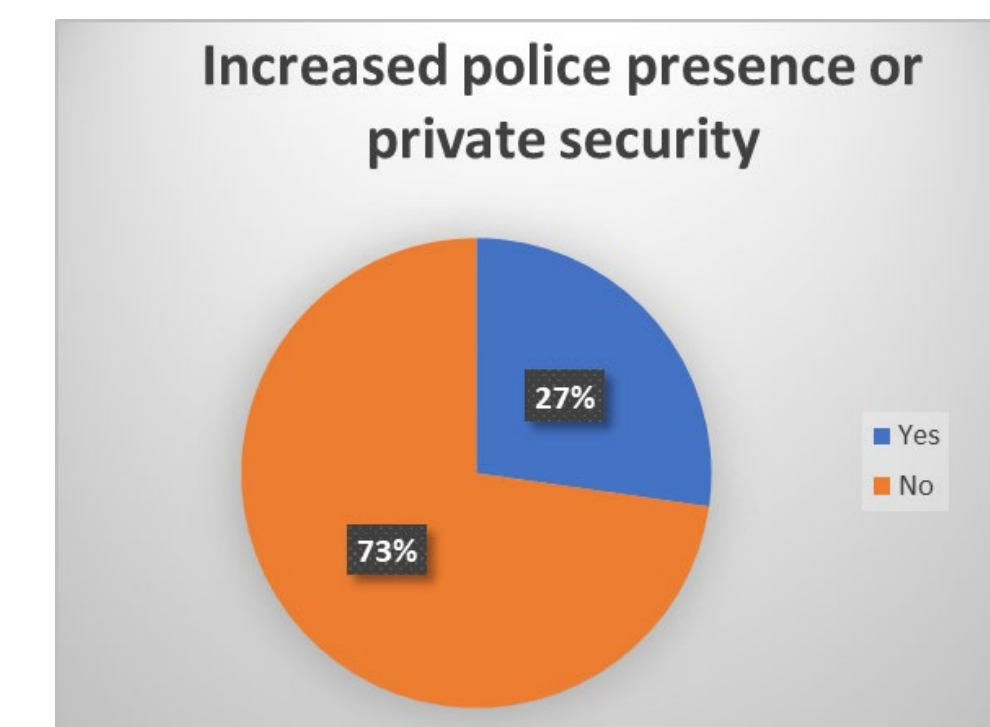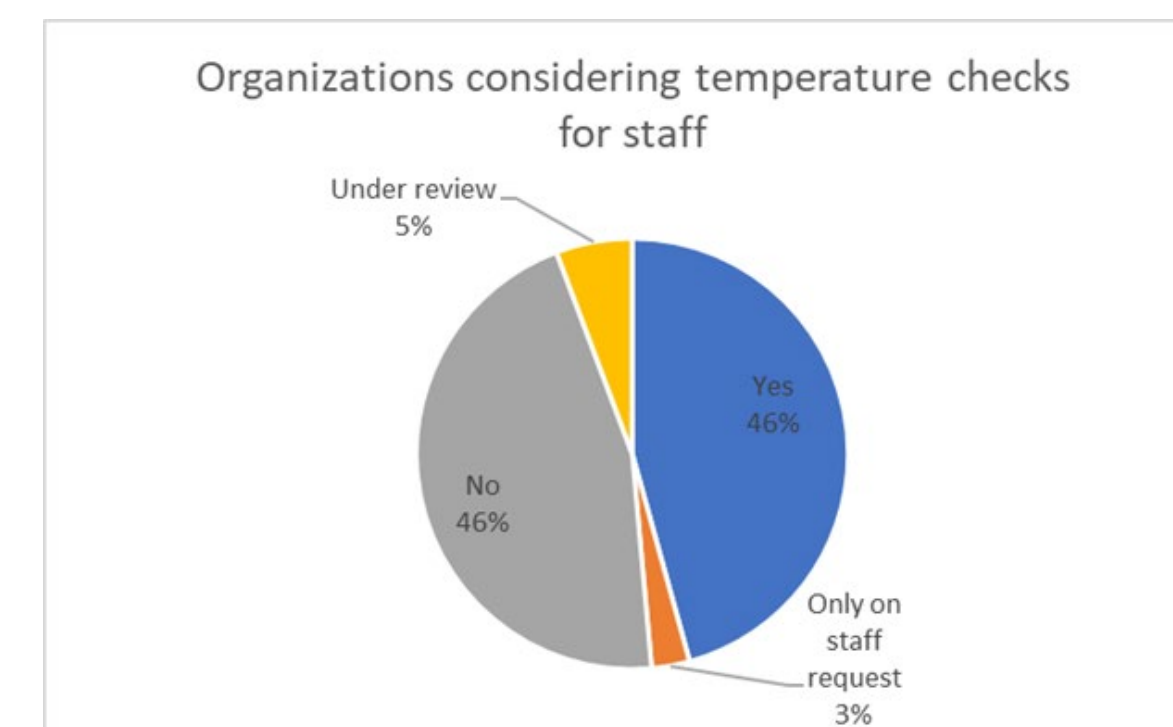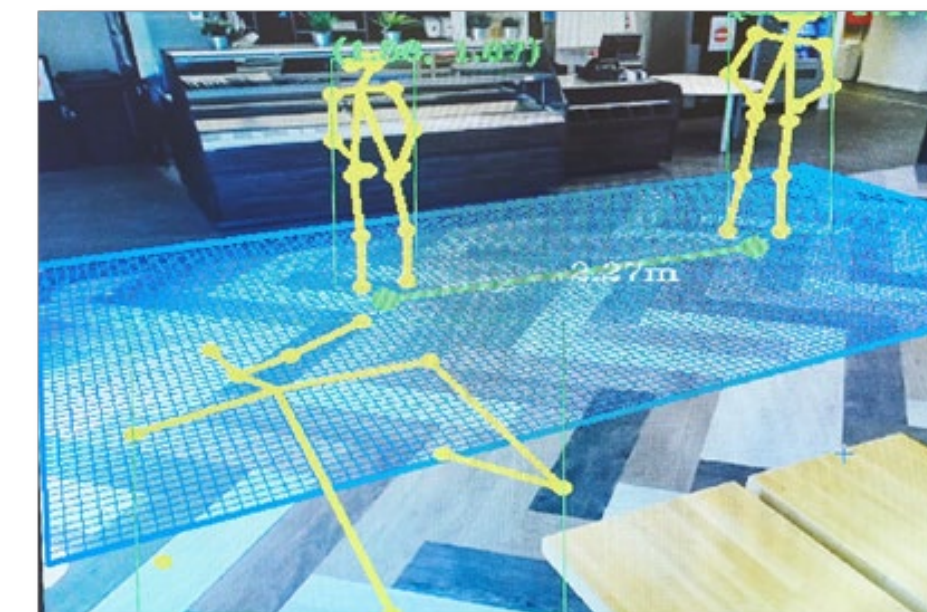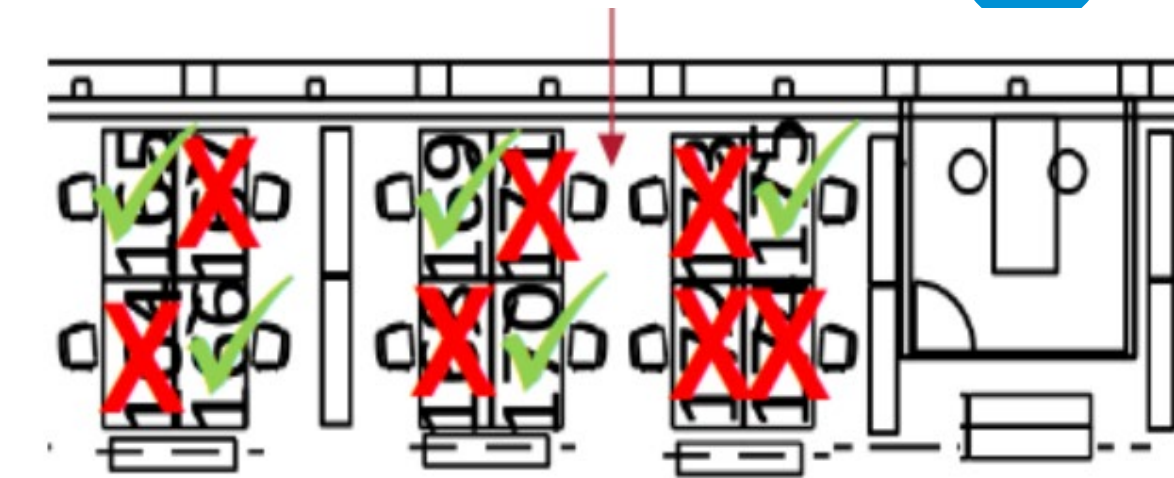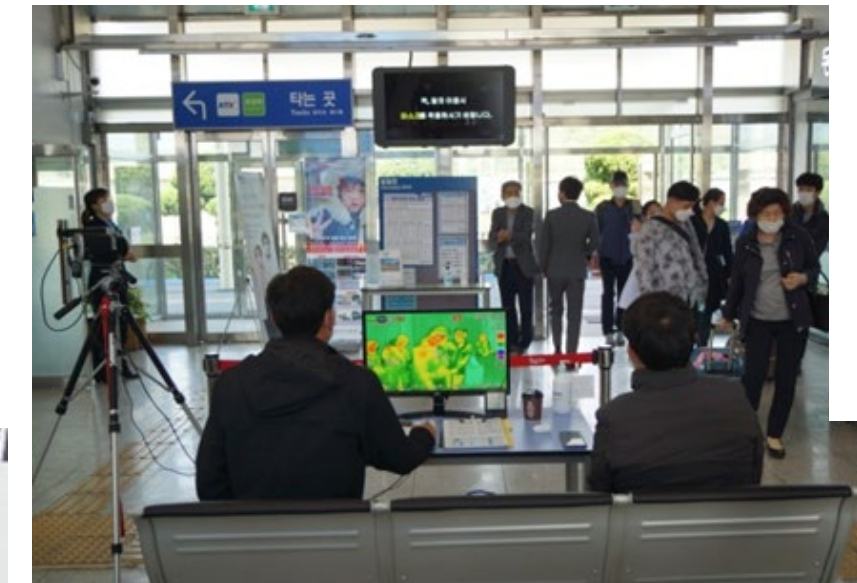 - Measures to recover confidence
- **Staff confidence**
  - Back to work measures
  - Measure differentiation
  - Staff trainings
- **Security issues:**
  - Assurance of passengers' feeling of security
  - Increased police presence or private security
  - Security technologies to manage crowds
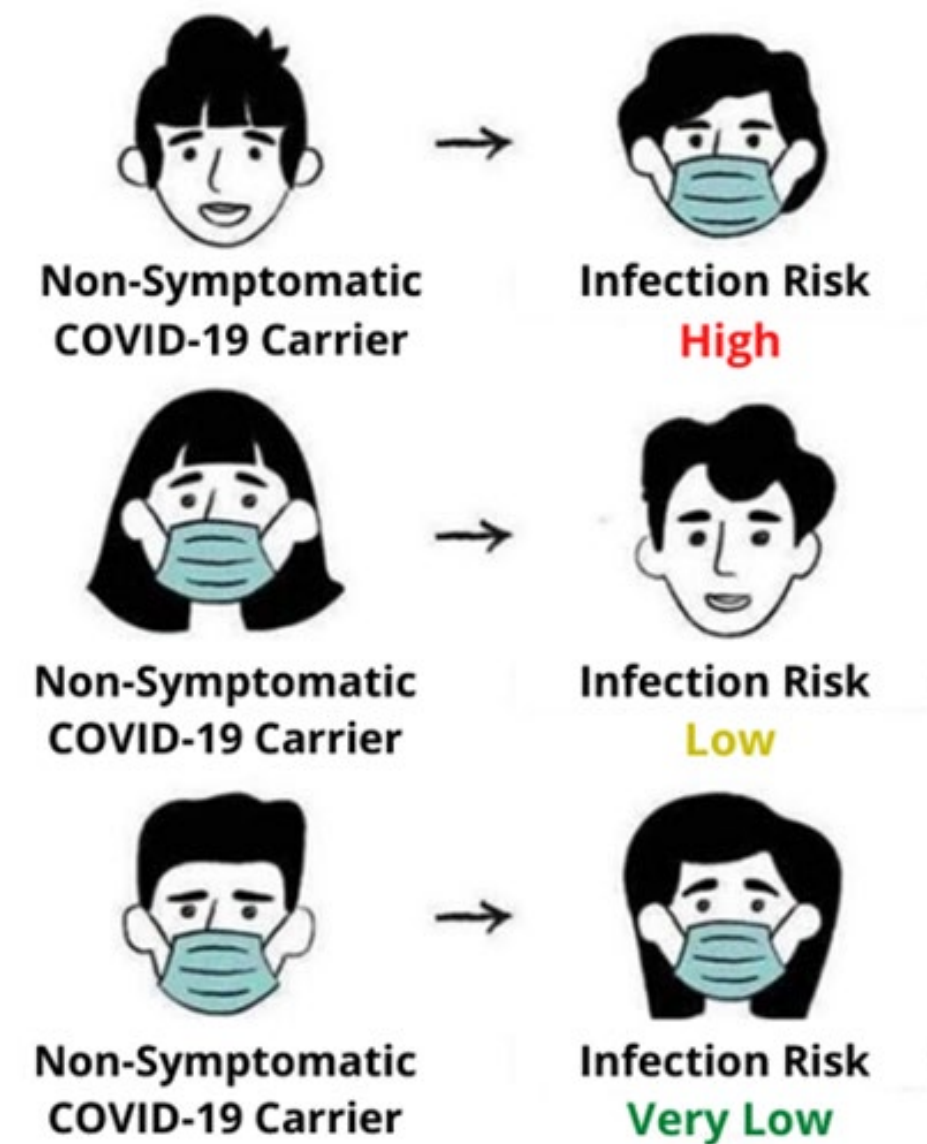- **Ethical/legal issues**

Organizations considering temperature checks for staff

Under review 5%

No 46%

Yes 46%

Only on staff request 3%

Increased police presence or private security

27%

73%
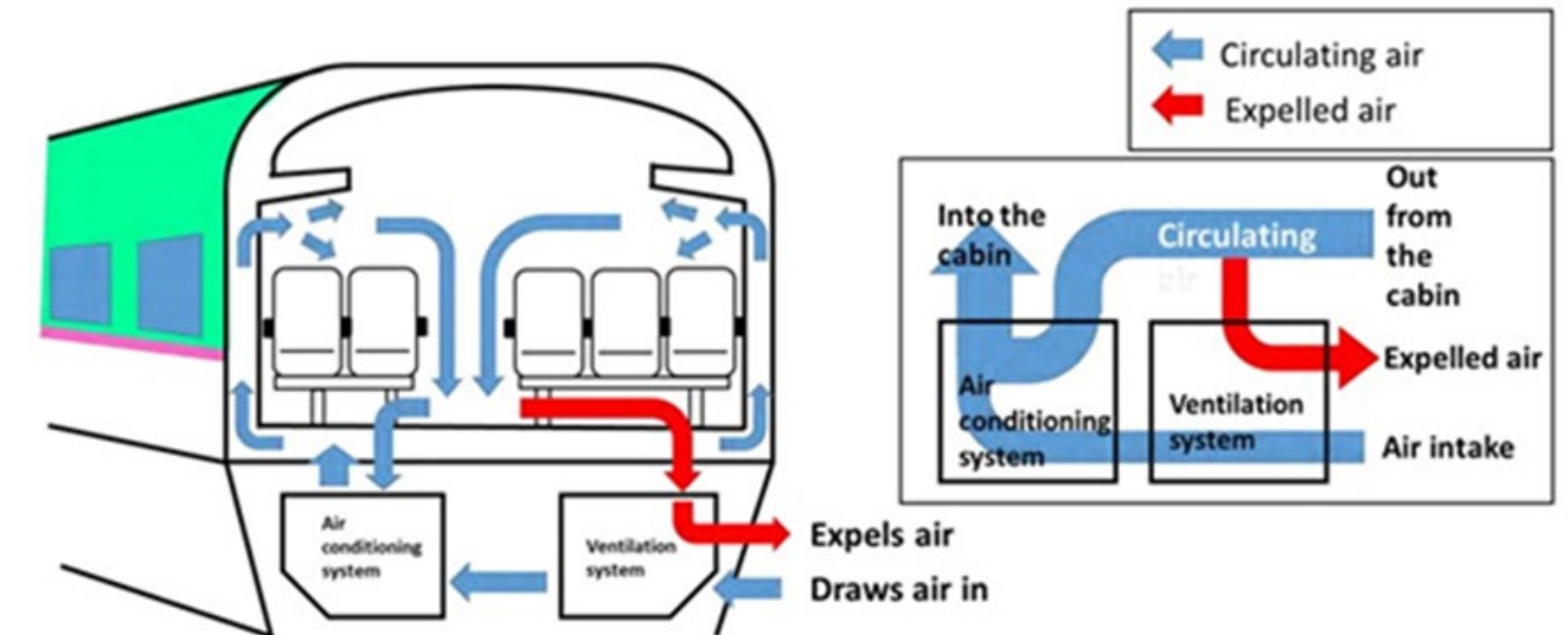
Yes
No

- **Masks**
  - Medical grade masks
  - Face shields
  - Reusable cloth masks
  - Norms and standards

- **Ventilation**

- **Do masks and ventilation limit the need for social distancing?**

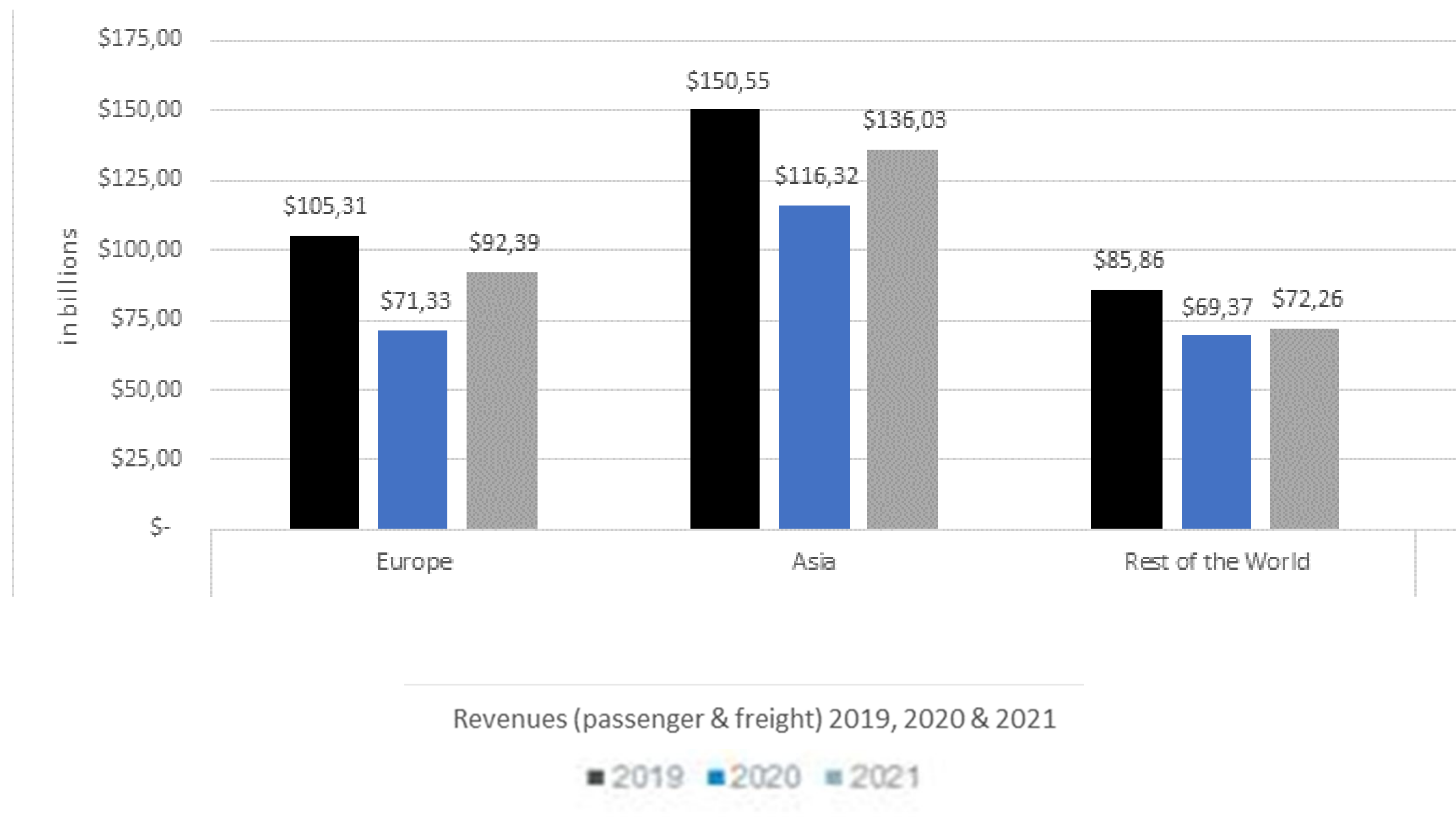Wearing of protective masks on Passenger Trains

■ Mandatory   ■ Optional   ■ Depends on regional authorities

Economic Impact

RAIL SECTOR (PASSENGER & FREIGHT)

(losses estimation in summer 2020: 125 USD billions)

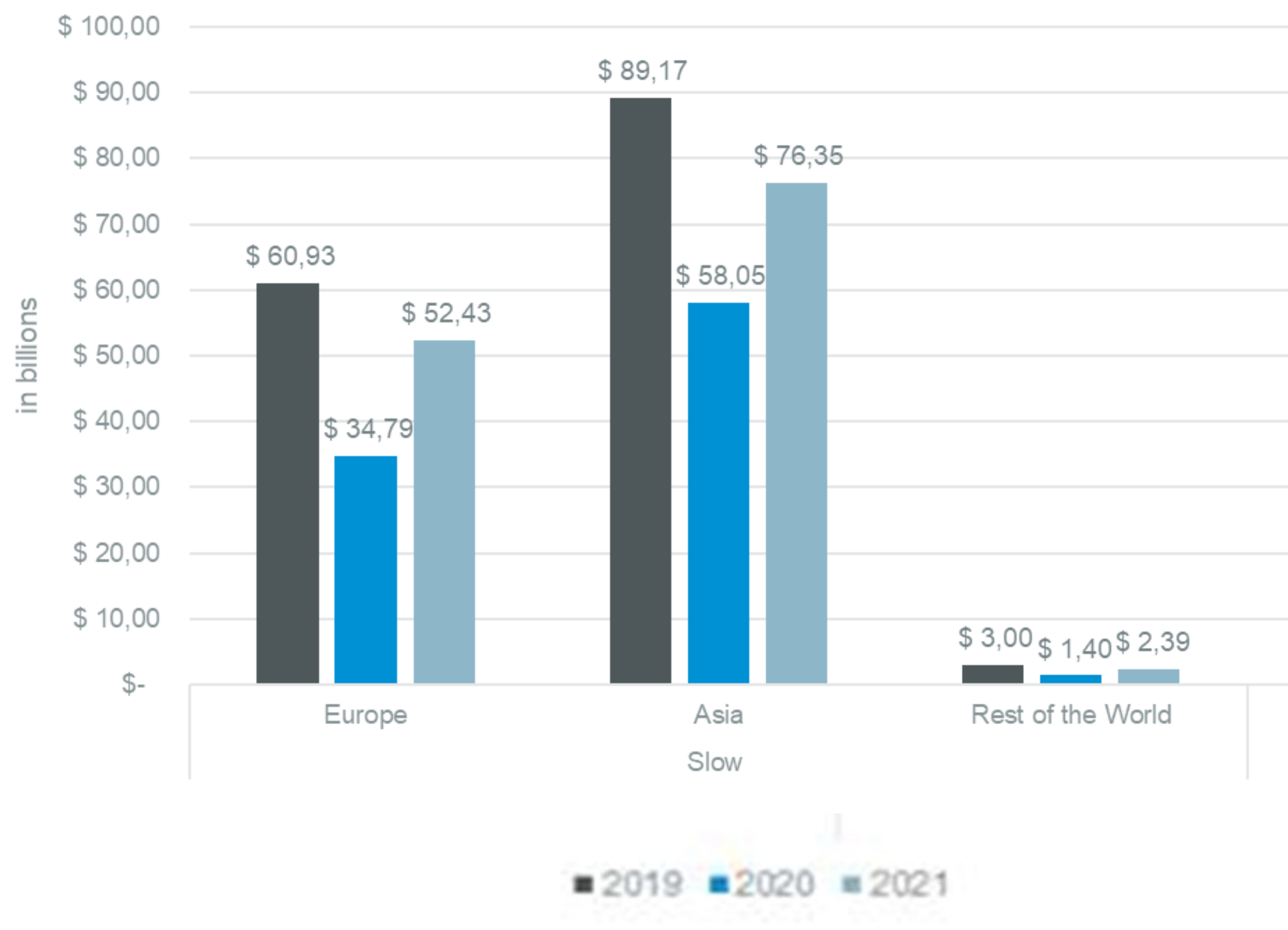Revenues (passenger & freight) 2019, 2020 & 2021
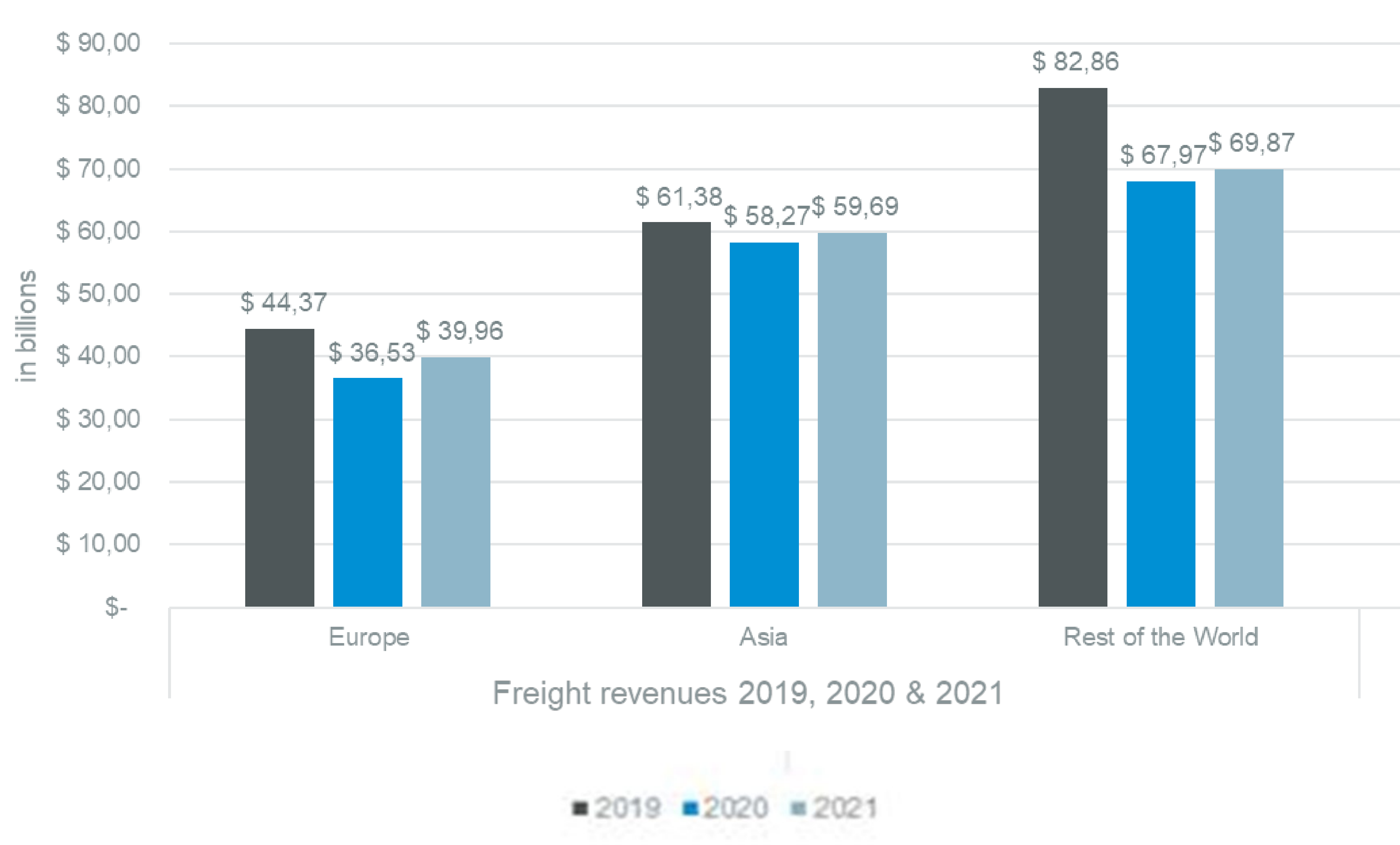
■ 2019 ■ 2020 ■ 2021

RAIL PASSENGER SECTOR

(USD billions – figures of summer 2020)

Passenger revenues 2019, 2020 & 2021

RAIL FREIGHT SECTOR

(USD billions – Figures of summer 2020)

Freight revenues 2019, 2020 & 2021

■ 2019 ■ 2020 ■ 2021

RAIL SECTOR
Historical and unprecedented losses (USD billions – Figures of summer 2020)

Losses in passenger revenues in 2020 & 2021

70 €
60 €
50 €
40 €
30 €
20 €
10 €
- €

in billions

$ 58,85
$ 21,93

2020   2021

Losses in freight revenues 2020 & 2021

$ 30,00
$ 20,00
$ 10,00
$-

in billions

$ 25,85
$ 19,10

2020   2021
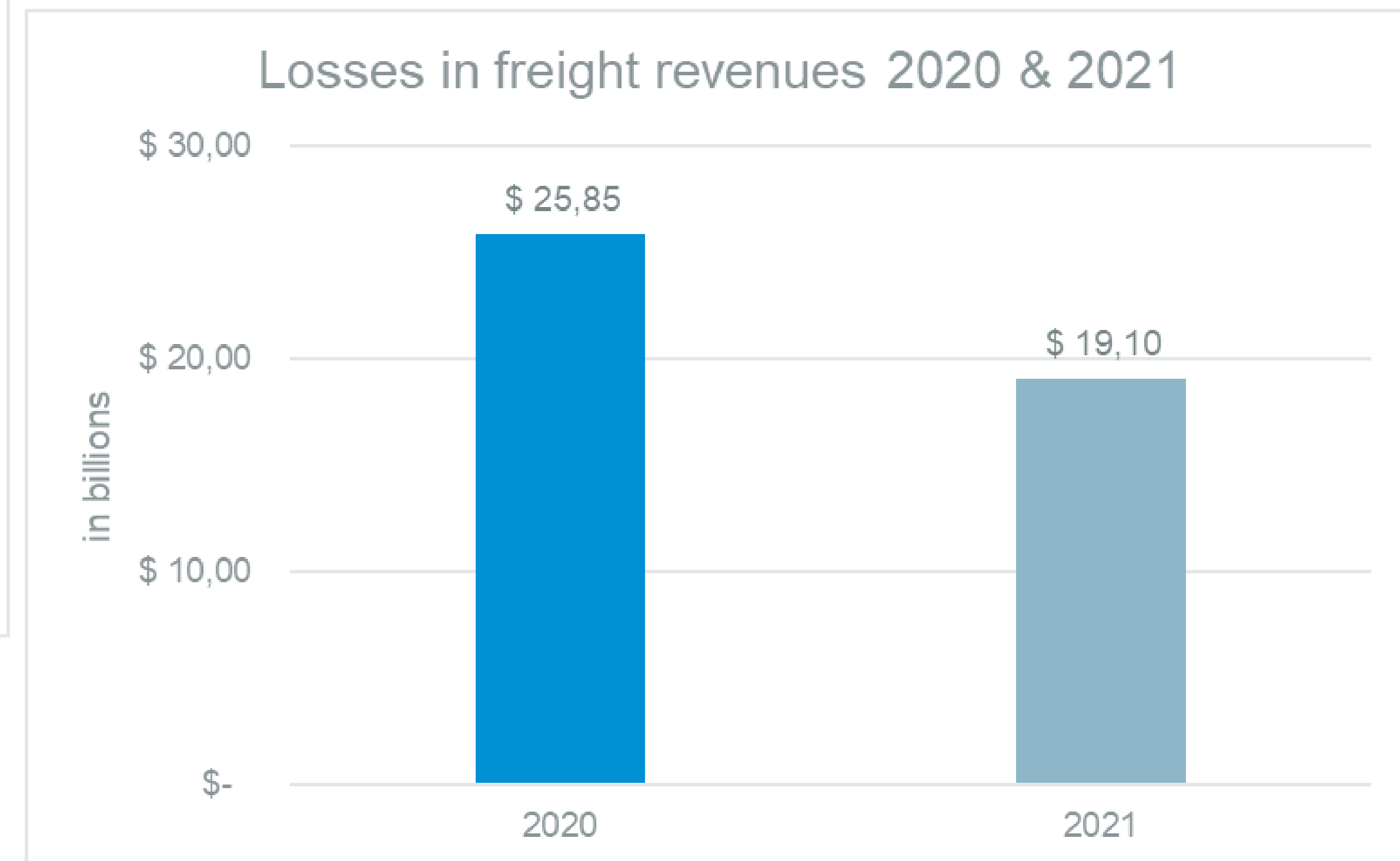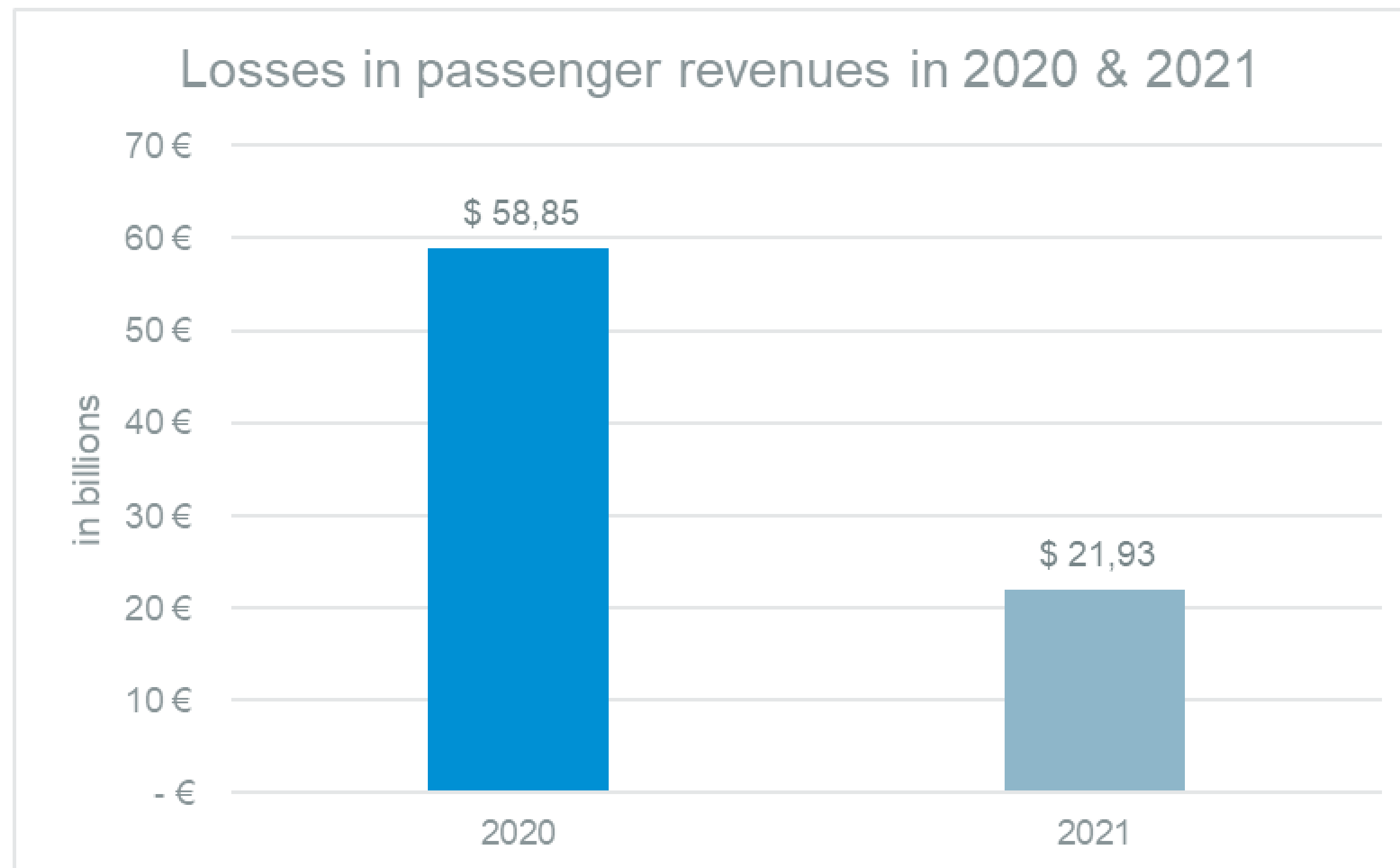
Situation post Covid, which is stabilized "new normal for rail"

Objectives

> To explore the **mid-term (2025) and long-term (2030) prospects** for the rail sector

> More specifically, to analyze what could be the **"New Normal"** in rail transport

> To derive **recommendations for the railway community** and **public authorities** to maintain or boost rail traffic

Planning

> **Early November** : request for input from TF members

> **November 24th** : first feedback

> **December** : first draft of the study and sharing with members before publication

Scope

> Passenger long distance/ *regional / Urban*

> Freight

> Infra manager

> Worldwide

Impact of Covid-19 on mobility/rail trends

Approach overview (1/2)

1

Baseline: pre-Covid
mobility projection

2

Pre-existing
mobility / rail trends

> **Total mobility projection** to 2025-2030 with modal shares and by region

> Identification of **key drivers** underlying mobility demand projection

> Identification of **pre-existing mobility / rail trends** (long-list), assessment on their **impact level** on total demand for mobility and on rail

> Trends: **transverse mobility trends** (e.g. MaaS) and **rail-specific trends** (e.g. autonomous train)

Assessment of **Mobility Trends**
and **Covid impact** performed
with the **input of UIC members**

Impact of Covid-19 on mobility/rail trends

Study approach (2/2)

3 Covid impact

> Evaluation of **Covid impacts on trends**:
  – Acceleration/ slow-down
  – Impact on total mobility demand
  – Change in modal shares

> **Feedback from UIC members on potential impacts of Covid on pre-selected trends, by country/region**

4 New mobility forecast

> **Post-Covid forecast of total mobility and modal shares in 2025, by region**
> **Need for transportation (Pax & freight)**, in pkm / tkm and by region for the following demand segments:
  – Long-distance
  – Regional / commuter
  – Freight
> **Modal shares** : in each segment and region, for **PAX and freight**, share of:
  – **Rail**
  – Air
  – Road

5 Recommendations

> **Recommendations for rail stakeholders**
> **Key areas of focus for rail industry**, for that forecast to materialize, including possibly:
  – **New rail services** and related investments (e.g. night train, distribution, ticketing…) to capture demand
  – Inclusion of **technological innovations**
  – Changes in overall **economic equation** for rail players
  – …

Stay in touch with UIC:

www.uic.org

#UICrail

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Thank you for your attention.