

RFC NSM

Enhance the loading gauge along the corridor

January 25th, 2017



Co-financed by the European Union
Connecting Europe Facility

easier, faster, safer

Agenda

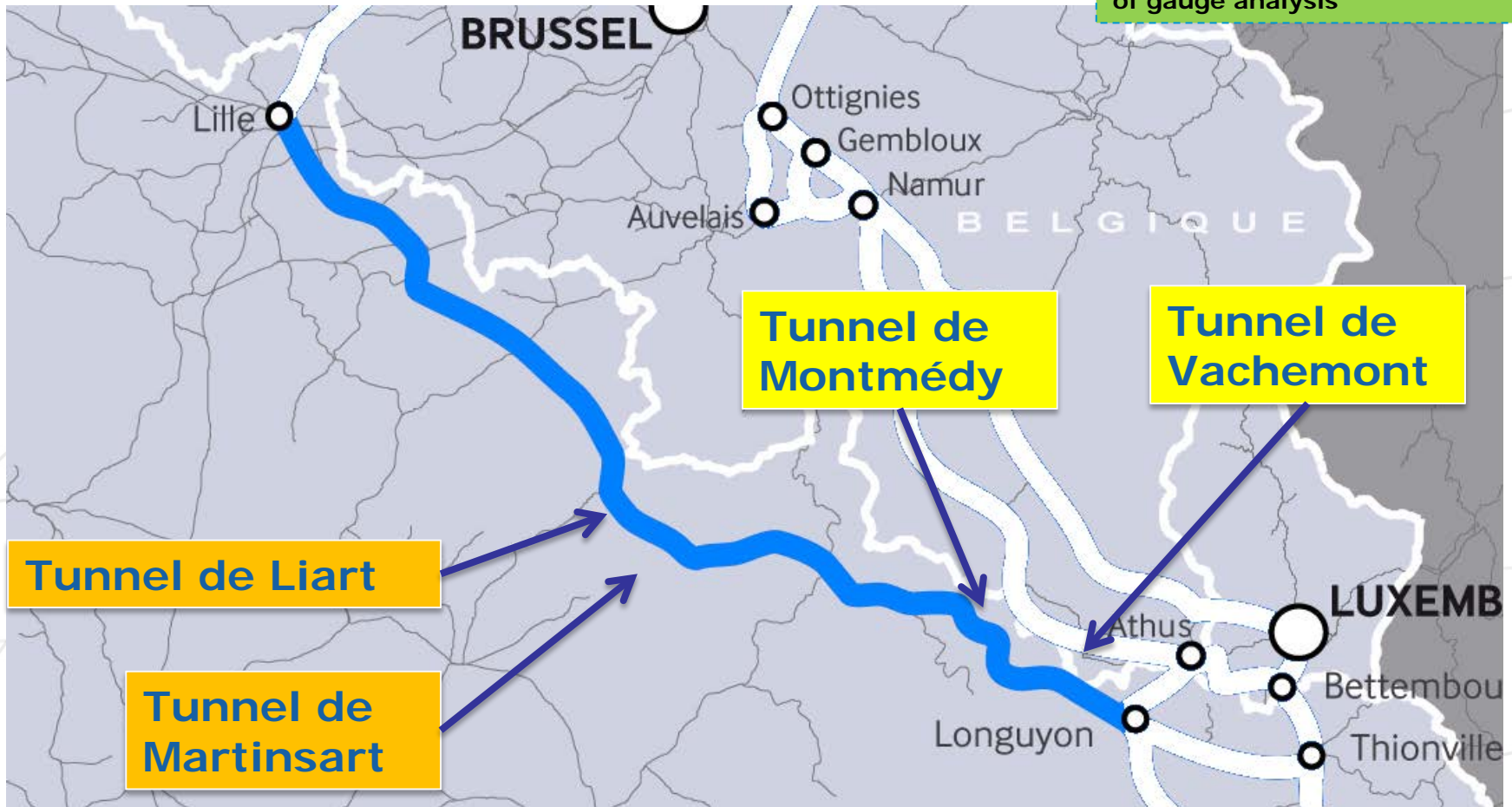
1. Sections and tunnels considered
2. State of play & tunnels localization
3. Next steps

Calais - Longuyon

No measuring campaign planned yet

Measuring campaign planned in 2017

New data collected in 2016.
Budget needed for retreatment of gauge analysis



Longuyon - Thionville

No measuring campaign planned yet

Measuring campaign planned in 2017

New data collected in 2016. Budget needed for retreatment of gauge analysis

Tunnel de la
Platinerie

Tunnel de
Fontoy

Tunnel de
Mercy



Metz - Basel

Tunnel de
Niederrheinberg

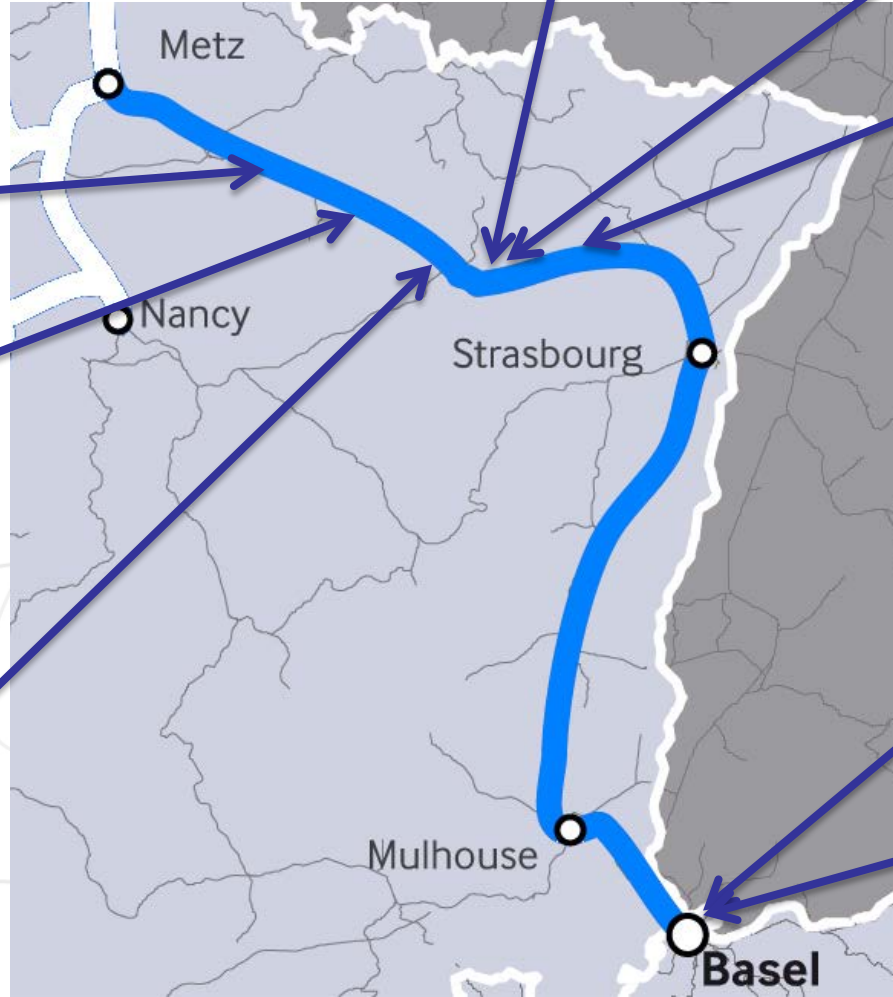
Tunnel de
Niederrheinthal

Tunnel du Haut
Barr

Tunnel
d'Arzviller

Tunnel de
Hoffmuhl

Tunnel de
Lutzelbourg



No measuring campaign planned yet

Measuring campaign planned in 2017

New data collected in 2016.
Budget needed for retreatment of gauge analysis

Kannenfeld Tunnel *

Schützenmatte Tunnel *

** no measuring plan for now and the next renewal or upgrade actions are not planned before 2026*

Agenda

1. Sections and tunnels considered
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2. State of play and localization (1/2)

Tunnel	Localization / section	Status
Liart should be upgraded to AFM 427, following works to perform in 2020 (no official decision yet)	Ligne 222 000 de Liart à Tournes PK d'entrée : 27+988 PK de sortie : 28+288	No measuring campaign planned yet
Martinsart should be upgraded to AFM 427, following works to perform in 2020 (no official decision yet)	Ligne 222 000 de Liart à Tournes PK d'entrée : 29+981 PK de sortie : 30+146	No measuring campaign planned yet
Montmédy (already at AFM 427, following renewal works finished in October 2016)	Ligne 204 000 de Mohon à Thionville PK d'entrée : 206+118 PK de sortie : 206+874	Measuring campaign planned in 2017
Vachemont (already at AFM 427, following renewal works finished in October 2016)	Ligne 204 000 de Mohon à Thionville PK d'entrée : 226+162 PK de sortie : 226+506	Measuring campaign planned in 2017
Platinerie	Ligne 204 000 de Mohon à Thionville OK (2016) PK d'entrée : 229+718 PK de sortie : 230+360	New data collected in 2016. Budget needed for retreatment of gauge analysis
Fontoy	Ligne 204 000 de Mohon à Thionville OK (2016) PK entrée : 262+355 PK sortie : 262+680	New data collected in 2016. Budget needed for retreatment of gauge analysis
Mercy Le Haut	Ligne 204 000 de Mohon à Thionville PK entrée : 249+603 PK sortie : 249+802	New data collected in 2016. Budget needed for retreatment of gauge analysis

2. State of play and localization (2/2)

Tunnel	Localization / section	Status
Arzviller	Ligne 070 de Noisy-le-Sec à Strasbourg PK entrée : 439+634 PK sortie : 442+324	New data collected in 2016. Budget needed for retreatment of gauge analysis
Haut-Barr	Ligne 070 de Noisy-le-Sec à Strasbourg PK entrée : 455+180 PK sortie : 455+484	New data collected in 2016. Budget needed for retreatment of gauge analysis
Hoffmuhl V1 (should be already AFM 427)	Ligne 070 de Noisy-le-Sec à Strasbourg PK entrée : 446+336 PK sortie : 446+664	New data collected in 2016. Budget needed for retreatment of gauge analysis
Hoffmuhl V2 (should be already AFM 427)	Ligne 070 de Noisy-le-Sec à Strasbourg PK entrée : 446+607 PK sortie : 446+855	New data collected in 2016. Budget needed for retreatment of gauge analysis
Lutzelbourg	Ligne 070 de Noisy-le-Sec à Strasbourg PK entrée : 448+084 PK sortie : 448+523	New data collected in 2016. Budget needed for retreatment of gauge analysis
Niederrheinberg	Ligne 070 de Noisy-le-Sec à Strasbourg PK entrée : 451+518 PK sortie : 452+018	New data collected in 2016. Budget needed for retreatment of gauge analysis
Niederrheinthal	Ligne 070 de Noisy-le-Sec à Strasbourg PK entrée : 452+220 PK sortie : 452+713	New data collected in 2016. Budget needed for retreatment of gauge analysis

Agenda

1. Sections and tunnels considered
2. State of play & tunnels localization
3. Next steps

3. Next steps

- Analyze data collected in 2016
 - For the 11 tunnels,
 - **Budget needed for retreatment of gauge analysis**
- Montmédy & Vachemont
 - The renewal works were finished on October 2016,
 - The next measuring campaign is foreseen in 2017
 - **SNCF Réseau will provide the results**
- Liart & Martinsart tunnels
 - No measuring campaigns foreseen for the moment
 - Martinsart → should be upgraded to AFM 427, following works to perform in 2020 (no official decision yet)
 - Liart → should be upgraded to AFM 427, following works to perform in 2020 (no official decision yet)
- Other points ?
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Contact

oss@rfc2.eu

www.rfc-northsea-med.eu

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