

# ***ROTTERDAM, RAIL PORT !***

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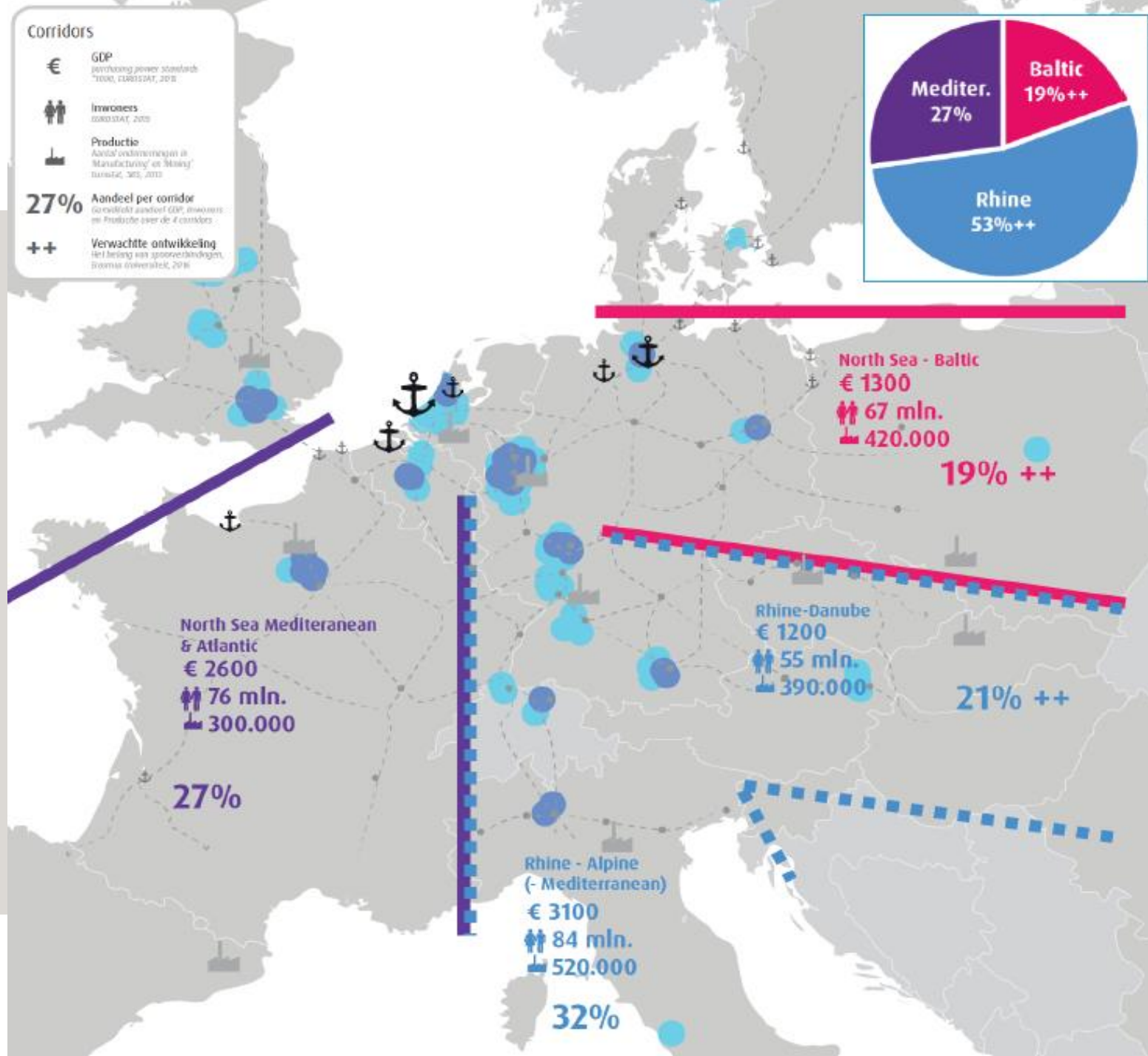
**Maurits van Schuylenburg, Coordinator Rail, Logistics Dpt.**

**TAG meeting RFC 2, October 12th 2016**

# Transportation per corridor

Yearly 400 MT transported to/from Netherlands via road, rail and inland shipping

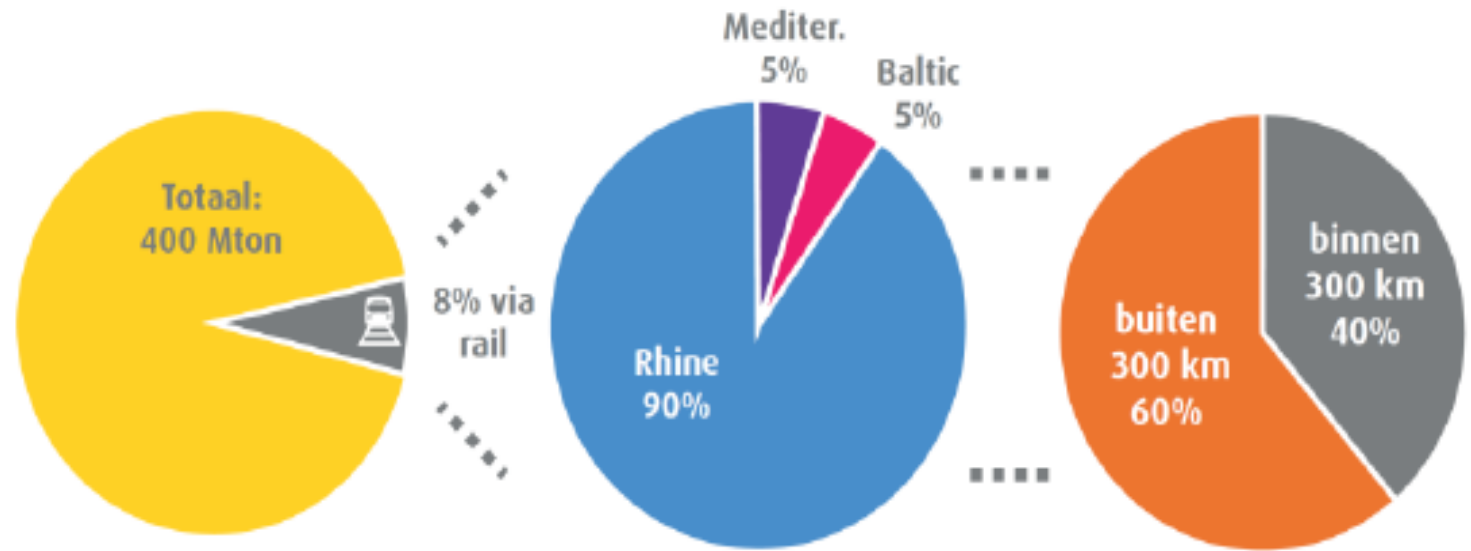
- 200 MT (50%) Rhine Alpine corridor
- 160 MT (40%) Mediterranean corridor, incl. 65 Mt to/from Antwerp
- 40 Mt (10%) Baltic corridor
- ca. 70% < 300 km van.



# Transportation Rail per corridor

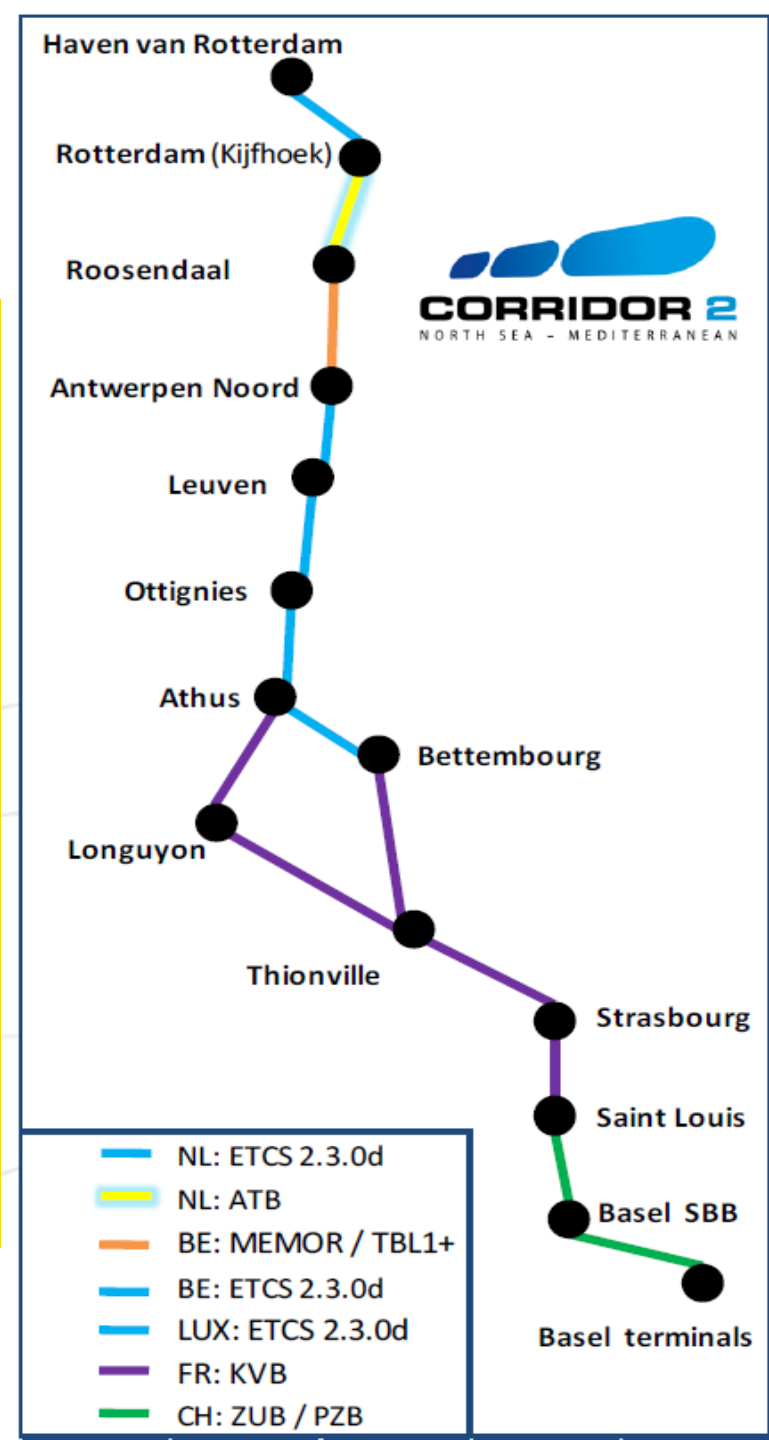
Yearly 8% of 400= 32 Mt transported by rail

- 29Mt (90%) over de Rhine Alpine corridor
- 1.6Mt (5%) over de Mediterranean corridor
- 1.6 Mt (5%) over Baltic corridor
- ca. 40% < 300 km



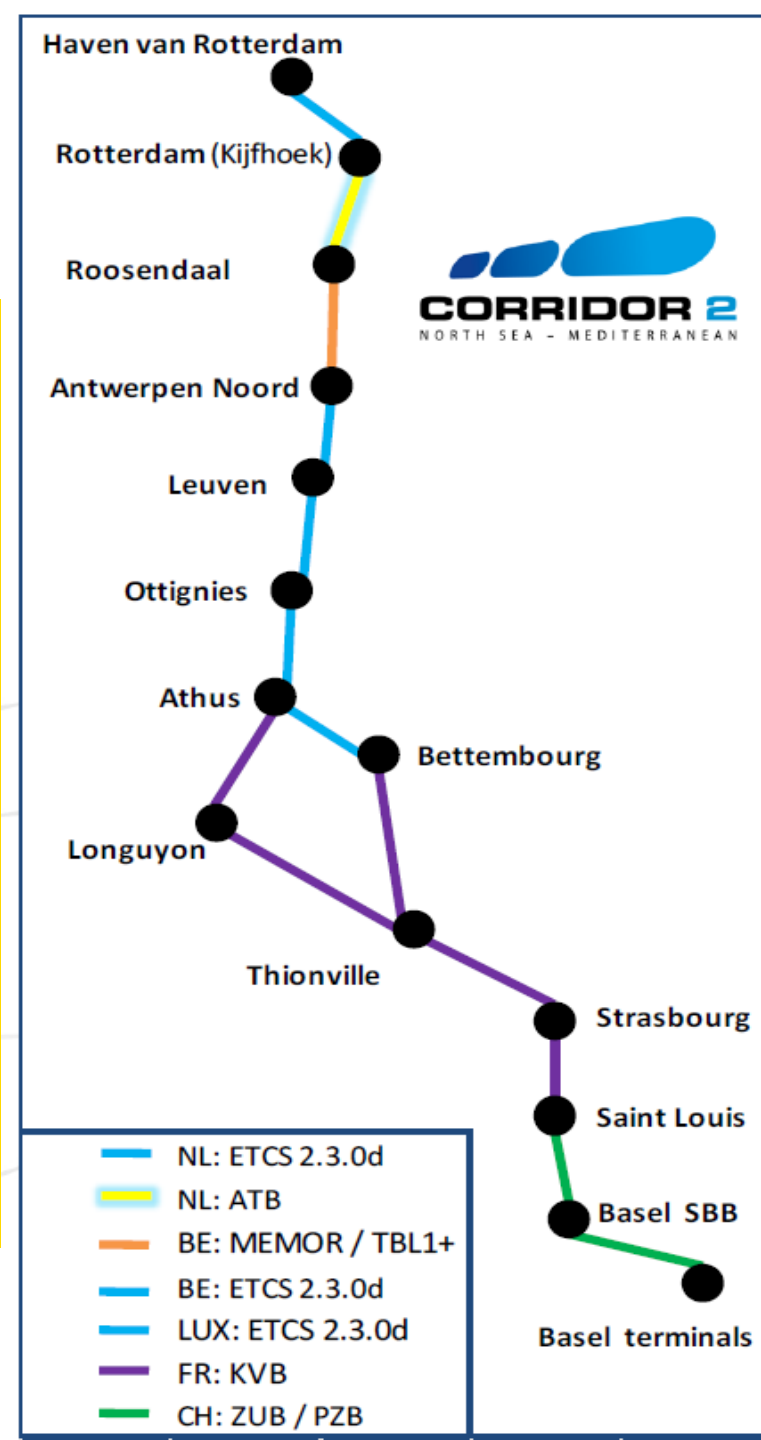
# How come?

- Technical issues:
  - Control command systems: 4 systems:
  - ATB and KVB do not work together in a locomotive
  - ERTMS NL not compatible with ERTMS B/L
  - Electricity systems: 25 KV, 1500V, 3000V, 15kV(Basel)
- Cultural/language issues
  - language train drivers
- Market
  - Rotterdam-Antwerp: barge and truck more competitive
  - France not oriented on Rotterdam



# What can be done?

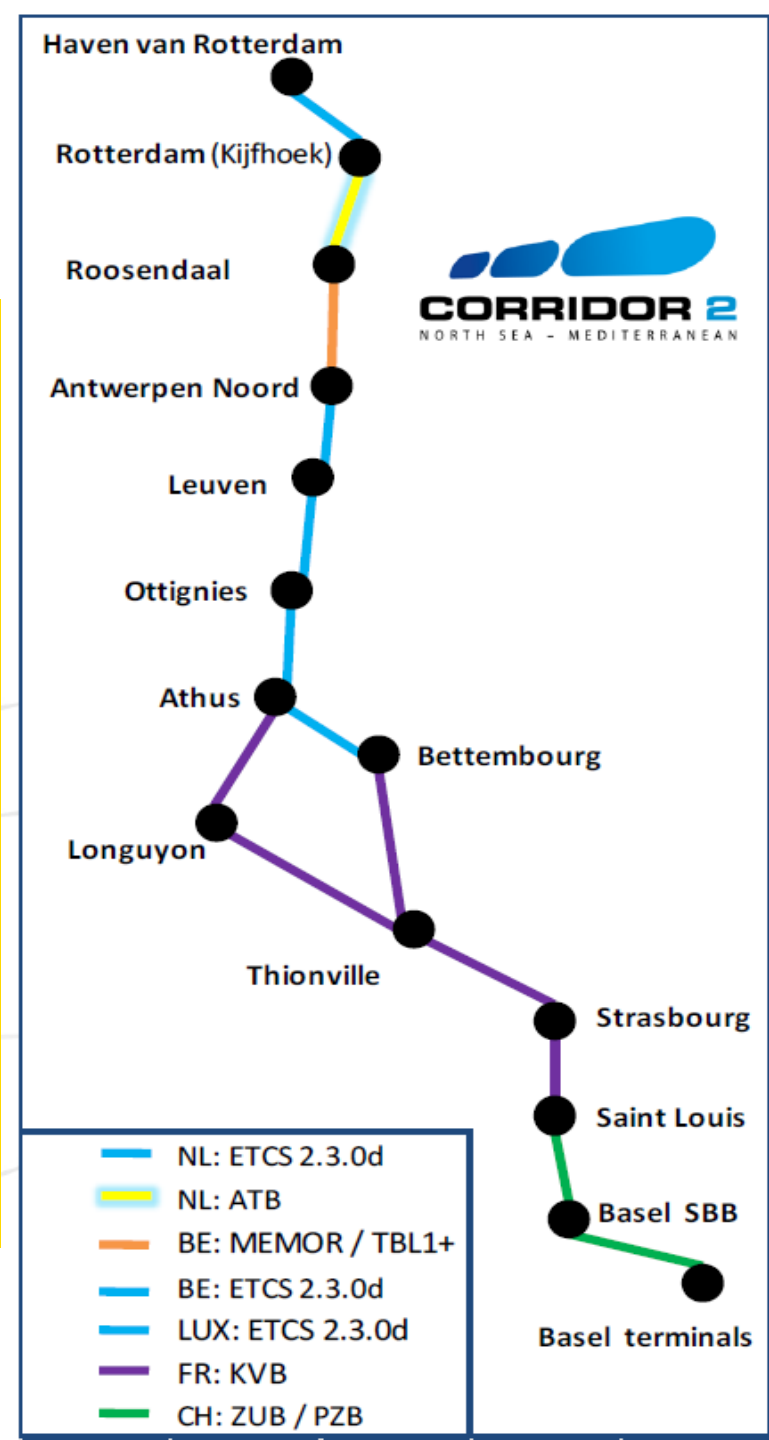
- Roll out NL ERTMS:
  - In NL Kijfhoek Roosendaal is first track to implement ERTMS (baseline 3) but planning is 2024 operational!
- Length => 740m
- Cultural/language issues:
  - One European language for train drivers or bilingual rail traffic operators?
- Market:
  - More promotion and initiatives rail traffic to NL
  - Transparency





# Expectations of RFC 2

- Lobby to Member States and Brussels to speed up processes interoperability, infrastructure and legislation
- Involvement Rail operators?
- More involvement of terminals





Thank you for  
your attention!  
Questions?