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Trans-European Transport Network (TEN-T)

Loading gauge enhancement

Railway Advisory Group

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Rotterdam

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***Fast track** your rail freight*

Needs

- One of the first feedback from the RAG of the RFC2 has raised the issue of the loading gauge in France which is lower than the one in Belgium and in the Netherlands and especially lower than the loading gauge on Corridor Rhine Alpine
- Most of the RAG participants stated that traffic could raise on Corridor 2 if the “P400” gauge was proposed

Studies launched in Luxembourg



Studies launched in Luxembourg

- In 2013 and 1st half of 2014, three measuring campaigns have been done
- The evaluation phase for the measuring campaigns is on going

The next steps would be:

- Study and cost evaluation of the works to be done
- Decision process to do or not do the works
- Time schedule to be defined

Studies launched in France

- Our approach is to take advantage of a renewal or heavy maintenance campaign to study the gauge enhancement.
- The cost of such an operation is proportionally smaller as some costs are pooling.

Montmédy



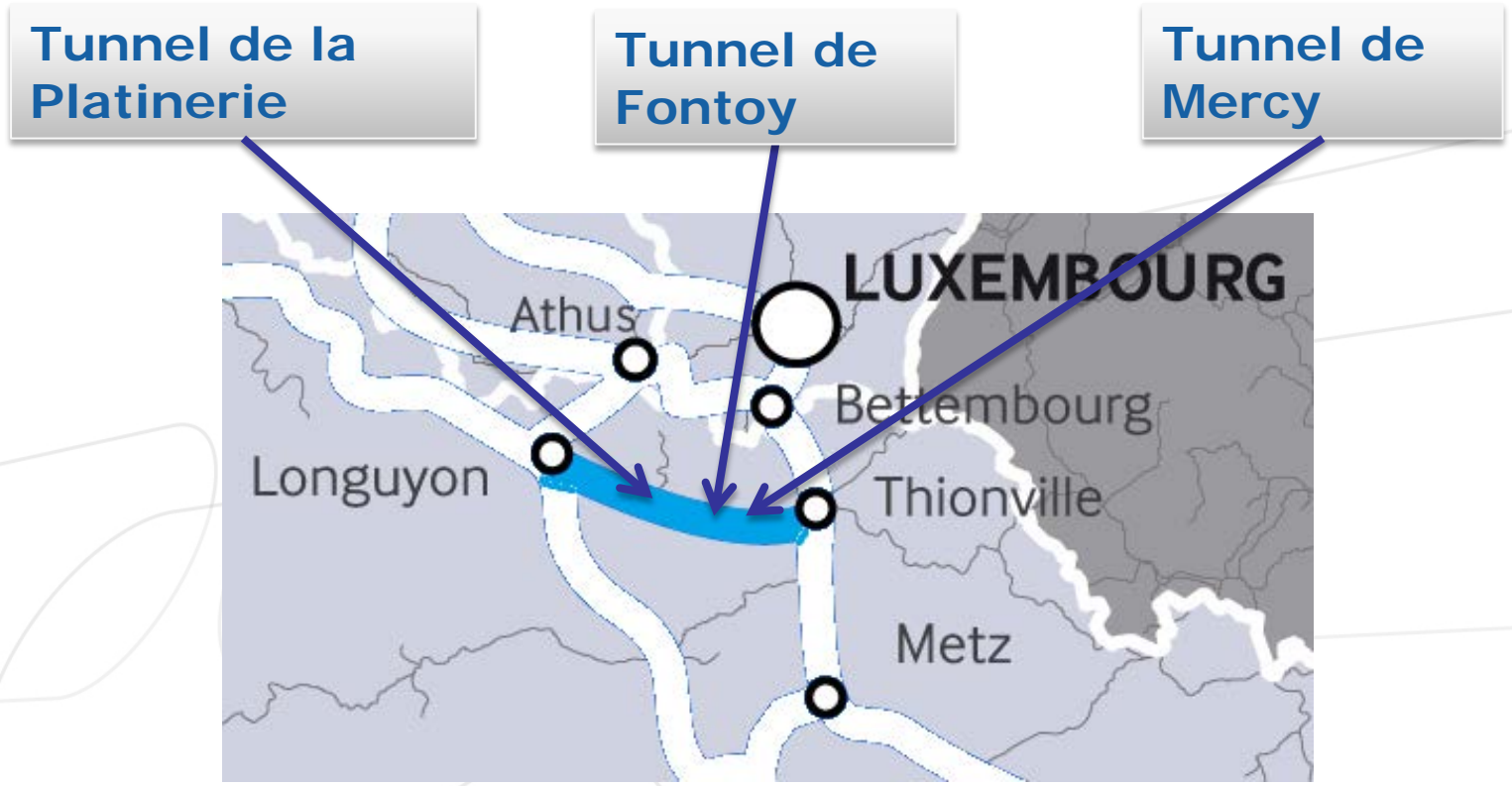
Calais - Longuyon



Calais – Longuyon

- **Martinsart, length:165m, current gauge: GB1**
 - Study is ongoing to have P394 gauge (AFM427)
 - Estimated cost of the works (foundation raft + gauge enhancement): 5M€
 - Renewal foreseen in 2020
- **Vachemont (344m/GB1)+Montmédy (756m/GB1)**
 - Studies are done, AFM427 foreseen on all the length
 - Works are planned from 04/2016 to 10/2016
 - Total cost of the works (renewal + loading gauge enhancement) = 8,858M€
- **Liart (400m/GB1)**
 - No renewal foreseen, only maintenance
 - A loading gauge study is scheduled for 2015

Longuyon - Thionville



Longuyon - Thionville

- **La Platinerie (642m/GB)**

- Study is ongoing to have P394 gauge (AFM427)
- Estimated cost of the works (foundation raft + gauge enhancement): 13M€
- Works are planned in 2017 (4 months) with total line closure

- **Fontoy (325m/GB)**

- Renewal foreseen in 2024
- A loading gauge study is scheduled for 2015

- **Mercy (199m/GB)**

- No renewal/works planned at the moment
- A loading gauge study is scheduled for 2015

Arzviller



Metz - Basel

Tunnel d'Arzviller

Tunnel de Hofmuhl

Tunnel de Lutzelbourg

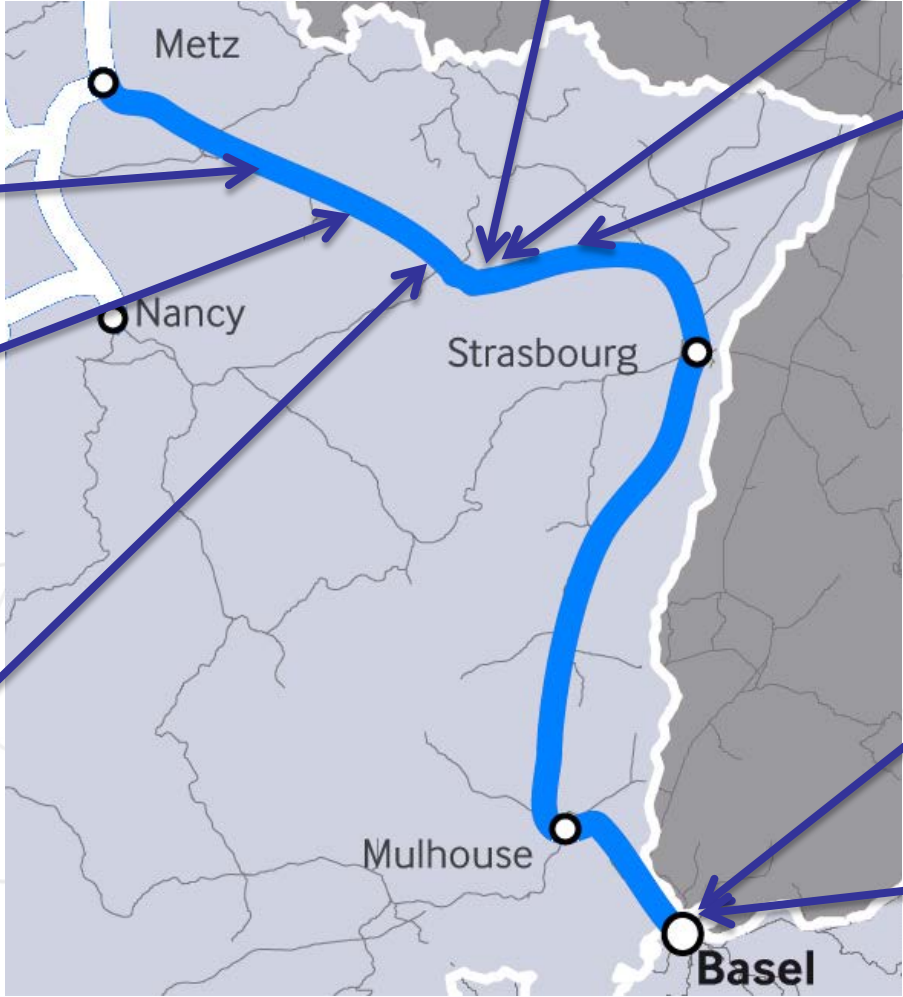
Tunnel de Niederrheinberg

Tunnel de Niederrheinthal

Tunnel du Haut Barr

Kannenfeld Tunnel

Schützenmatte Tunnel



Metz - Basel

Tunnel	Length	Current Gauge	Renewal planned
Arzviller	2678m	GB	2024
Haut Barr	304m		No
Lutzelbourg	439m		2019
Hofmuhl	248m / 328m		2019
Niederrheinberg	400m		2026
Niederrheinthal	493m		2032

For the moment this renewal program does not include the loading gauge enhancement

Hofmuhl : 1 tunnel per track



Metz - Basel

- For the 6 Vosges tunnels in France, studies on gauge enhancement are scheduled to be done in 2015
- In Switzerland, the upgrade of the two tunnels between Basel SBB and the French border could cost as much as 400 M€/MCHF (Price level 2011)
- A “short life cycle renewal” was performed in 2011
- It might be possible to consider loading gauge enhancement when the next renewal is performed (around 2026)

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