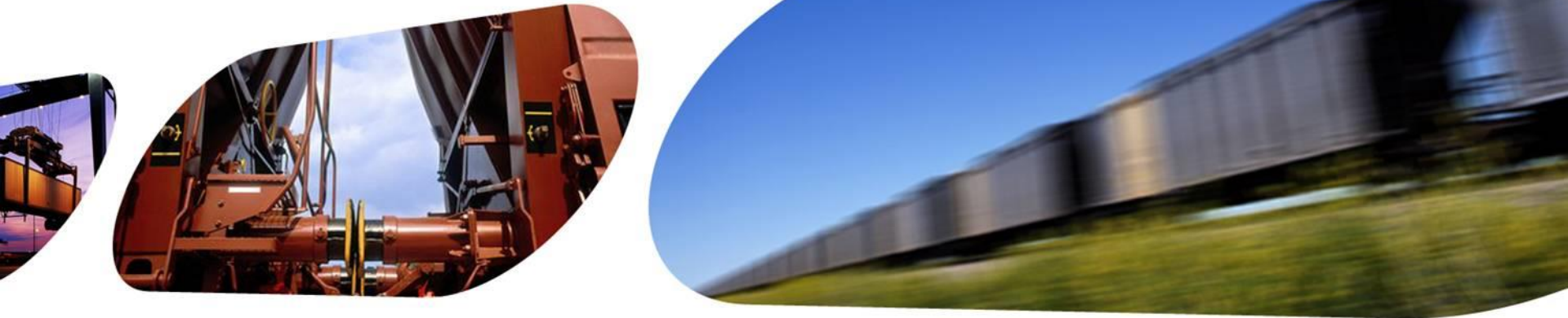


# RAG Consultations

Presentation

RAG-Meeting Rotterdam, 11th October 2016



Co-financed by the European Union  
Connecting Europe Facility

*easier, faster, safer*

# Agenda

1. Extension Genève
2. Enhancement Loading Gauge

# 1. Extension Genève

- The consultation of the RUs have been launched by mail on 7 July, with deadline for answer on 2 September, extended to 5 September after having sent a reminder to the target in August.

# 1. Extension Genève

## **3 RUs answered the consultation:**

- 1 expressed a potential of 2 trains on short-term, 5 trains mid-term a week
- 1 could not express its potential, estimating that the extension Ambérieu - Geneva would only make sense if the capacity on the section Brig - Domodossola - Novara is strengthened.
- 1 answered but estimated that the extension would not bring additional volume.

→ **So far, we consider the extension would bring a potential of**

**2 to 5 additionnal trains a week**

# Agenda

1. Extension Genève

2. Enhancement Loading Gauge

## 2. Enhancement Loading Gauge

- During the last RAG Meeting in May 2016, and on demand of the RUs, the RFC NSM has presented a state of play of the loading gauge.

## 2. Enhancement Loading Gauge

Following our consultation, we received inputs from 5 Railway

Undertakings:

- In quantitative term, the estimated market as submitted by 3 RUs shows a potential market of 182 additional trains a week.
- A 4th RU only gave an estimated turnover without giving the volumes, and a last RU could not give any precise data even if warmly supporting the project (as the loading gauge enhancement would provoke a full modal shift from road to rail for their expected traffic, they are not able to provide a precise picture in term of data)

## 2. Enhancement Loading Gauge

The RFC received additionally qualitative feedback: hereunder some sample received:

- “In a nutshell, we support the improvement of the loading gauge for the stretch between Metz and Basel and insists on the importance to include the upgrade of the part until Forbach border (Stiring Wendel) in the project. The new gauge should be able to accept P400 train, similar to the RFC 1.”
- “our company is unable to give you any ‘concrete’ information to support a gauge enhancement business case; all we can really say is that there is a market for P400 gauge between Italy and the UK, as customers are regularly asking for this, although the economics can be hard to stack and we are limited to Barking as the only destination in the UK for gauging reasons. The alternative route via Germany / Belgium in truth is not a viable one, as the additional distance kills the already tight economics outright.”



The sole responsibility of this publication lies with the author.  
The European Union is not responsible for any use that may be made of the information contained there in.

## Contact

[oss@rfc2.eu](mailto:oss@rfc2.eu)

[www.rfc-northsea-med.eu](http://www.rfc-northsea-med.eu)

**ProRail**

**INFRABEL**  
*Right On Track*

**NetworkRail**

**SNCF**  
RÉSEAU



**CFL**



**ACF**

 **SBB CFF FFS**

**trasse.ch**  
trasse | schweiz | ag  
sillon | suisse | sa  
traccia | svizzera | sa  
swiss | train paths | ltd



Co-financed by the European Union

Connecting Europe Facility