

Results of the loading gauge enhancement study on the French lines of the corridor

Railway advisory group
24 May 2016, London

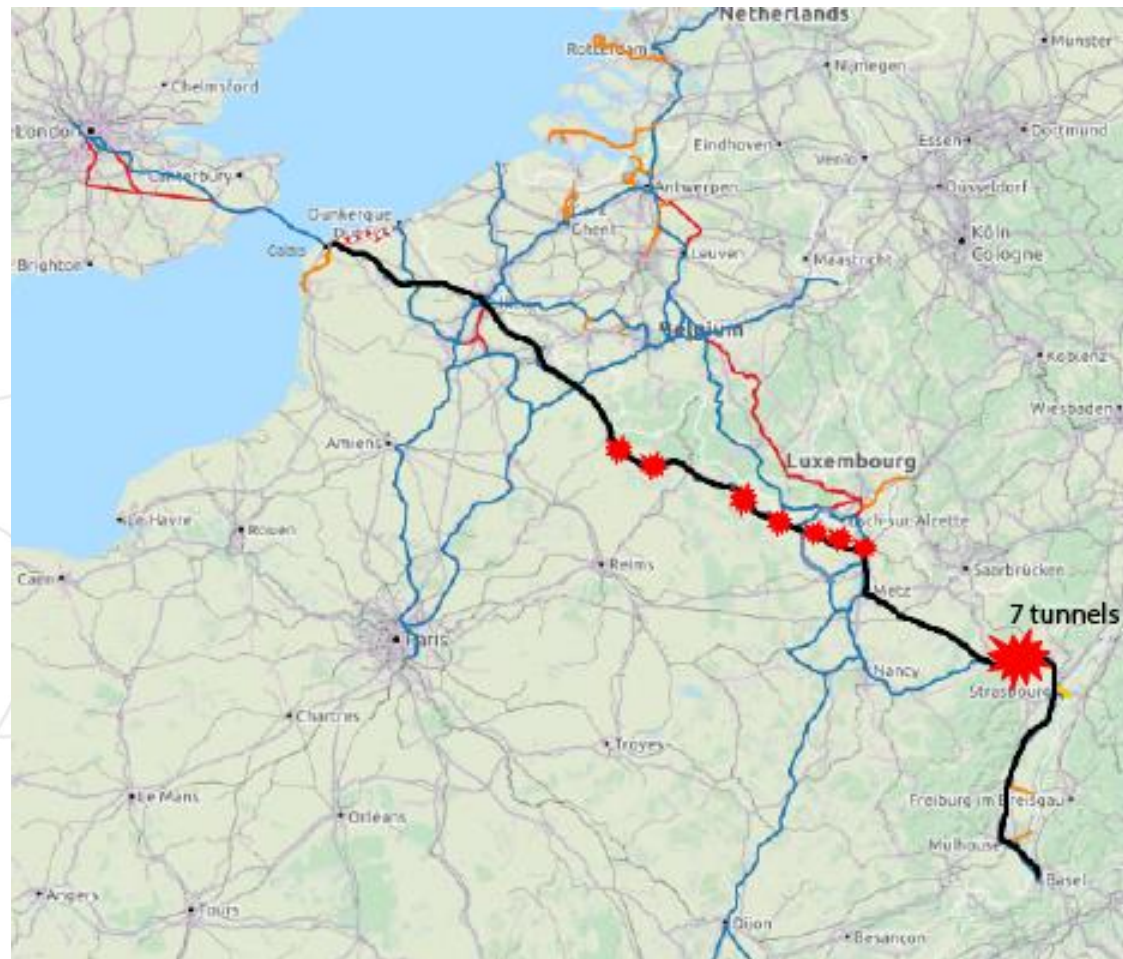


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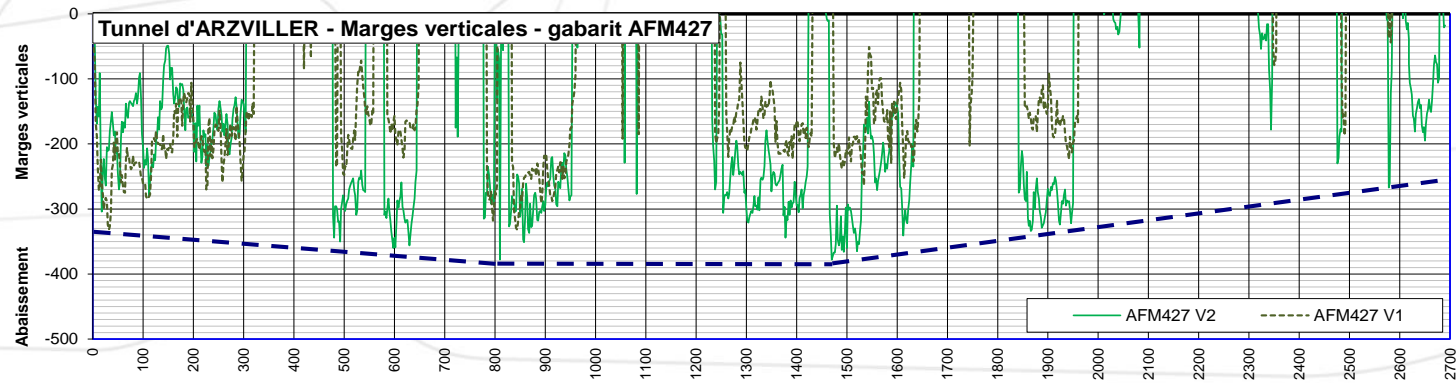
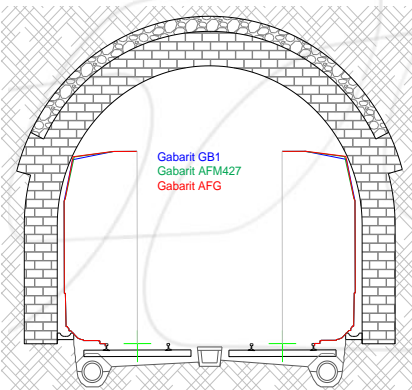
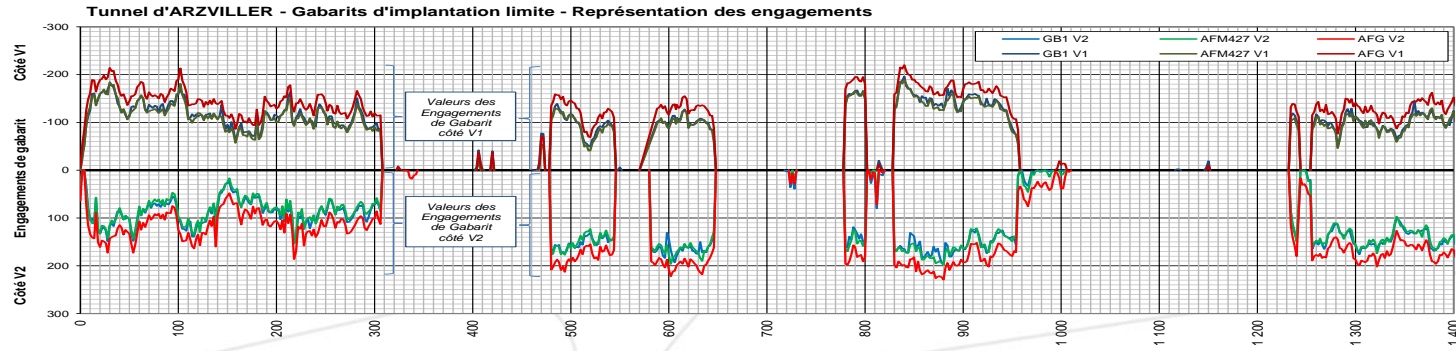
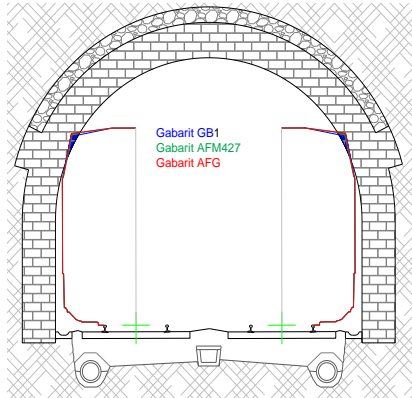
easier, faster, safer

The French study

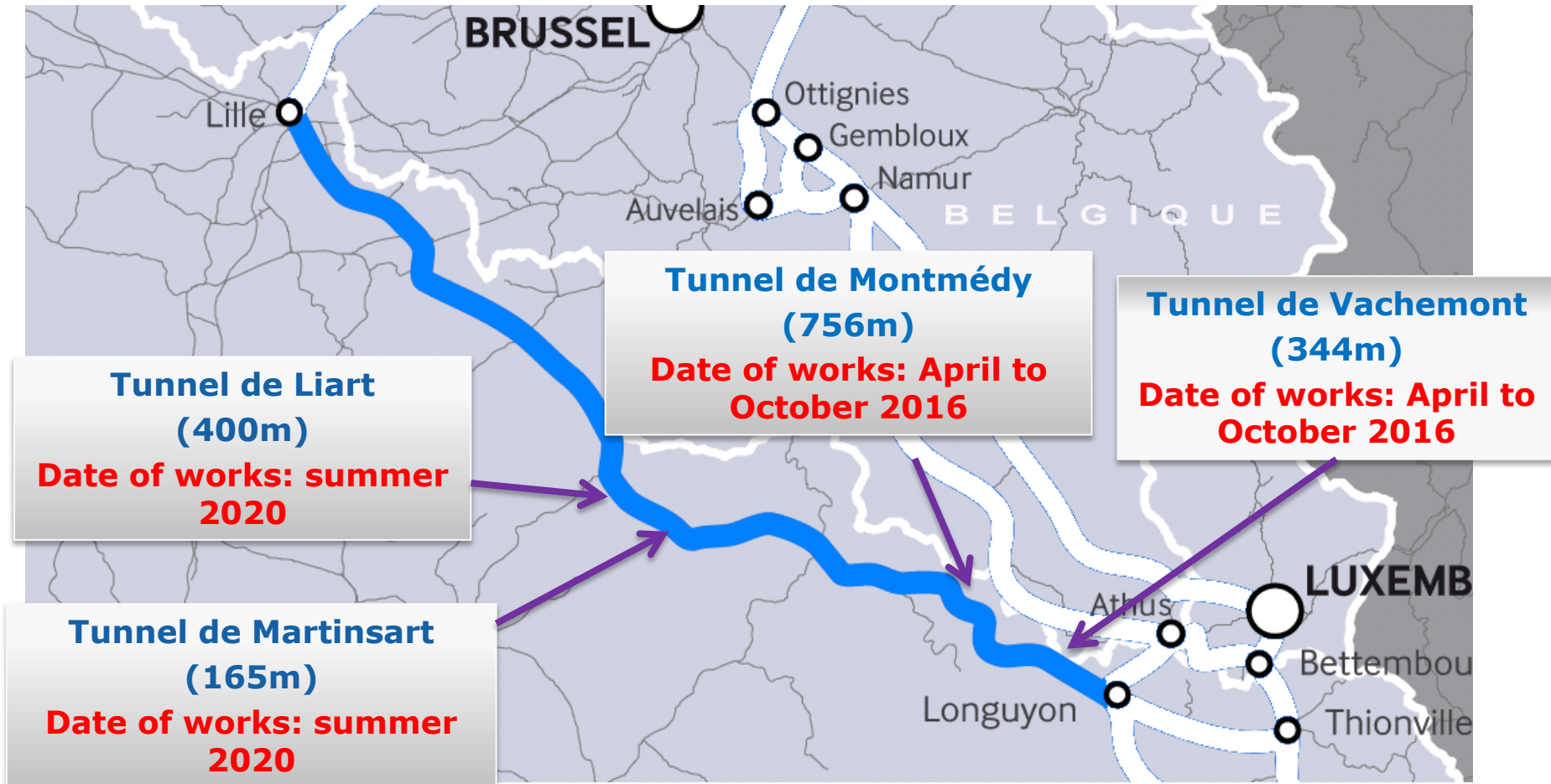
- Aims of the study
 - Assess the best solutions and their cost for the upgrade of the Calais – Basel line of the corridor to enable 4 meters tracks to be carried by 27 cm high wagons
 - Inform on the consequences of the works for RUs
- The loading gauge upgrade of 14 tunnels was studied
- The study was finalised end-2015



Study : example for the geometry



Calais – Longuyon: date of works



Calais – Longuyon: conditions of works

- Liart

- 8 weeks: total closure
- 12 weeks: closure of 6 hours during the day

- Martinsart

- 15/6/2020 to 3/7/2020: 6 hours of closure during the night
- 6/7/2020 to 29/8/2020: total closure

- Montmedy and Vachemont

- From 18/4/2016 to 14/10/2016, Monday to Friday from 9.05 am to 5.05 pm

➤ Total cost: 13 M€₂₀₁₄

Longuyon-Thionville: date of works

**Tunnel de la Platinerie
(642m)**

**Date of works: Spring -
Summer 2017**

**Tunnel de Fontoy
(325m)**

**Date of works: not
known yet**

**Tunnel de Mercy
(199m)**

**Date of works: not
known yet**



Longuyon-Thionville: conditions of works

- La Platinerie

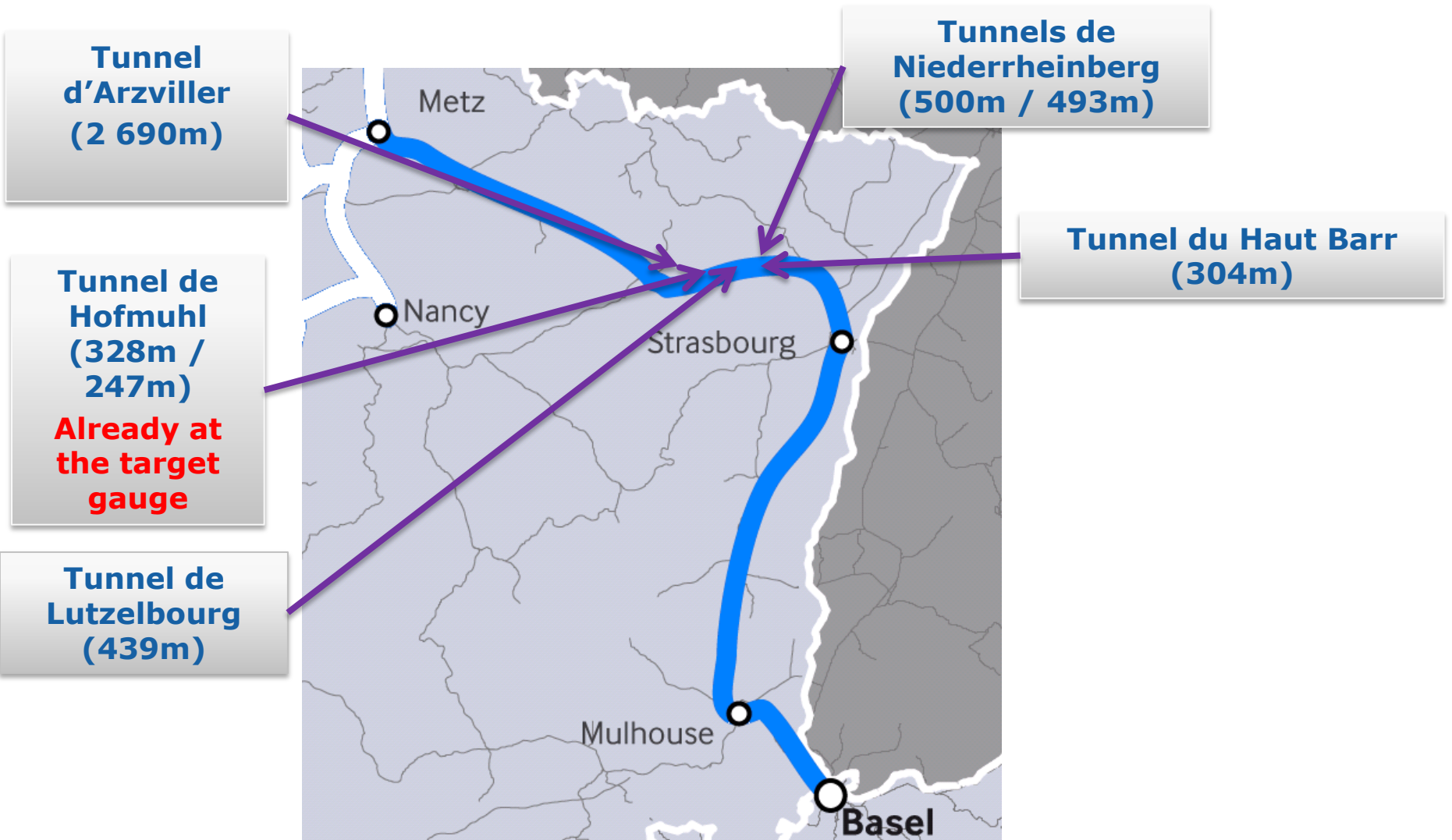
- From 20/4/2017 to 8/9/2017: closure of line
- From 9/9/2017 to 18/9/2017: speed reduction to 40 km/h

- Fontoy and Mercy: 2 options

- Closure of both lines 6 hours per night for 2 months
- Interruption of the traffic for 1,5 months, one line after the other

➤ Total cost: between 15 and 17 M€₂₀₁₃

Metz-Basel: dates of works not known yet



Metz – St Louis: conditions of works

- 2 solutions are possible for the works, leading to different works conditions:
 - To raise the arch
 - Works are performed on top of both tracks, leading to the total closure of the line (option 1)
 - Works are performed on top of one track, the traffic is then only stopped on one track at the time (option 2)
 - To lower the platform
 - The works are performed one track after the other, therefore the traffic can continue on the other track (option 3)
- The costs of the works are very dependent on the option chosen

Metz –St-Louis: conditions of works

	Arzviller	Haut Barr	Lutzelbourg	Niederrheinberg	Niederrheinthal
Approximative cost <i>2013 economic conditions & without signaling costs</i>	Option 1 : 40/60M€ Option 2 : 23/35M€ Option 3 : 50/74M€	Option 1 : 14/22M€ Option 2 : 9/13M€ Option 3 : 10/16M€	Option 1 : 16/24M€ Option 2 : 10/14M€ Option 3 : 13/19M€	Option 1 : 1/2M€ Option 2 : 1/2M€	Option 1 : 6/10M€ Option 2 : 4/6M€ Option 3 : 11/17M€
Option 1	Closure of both tracks 6h in the night during 14,5 months	Closure of both tracks 6h in the night during 7,5 months	Closure of both tracks 6h in the night during 8 months	Closure of both tracks 6h in the night during 1,5 month	Closure of both tracks 6h in the night during 4 months
Option 2	Closure of one track at a time during 7 months	Closure of one track at a time during 3,5 months	Closure of one track at a time during 4 months	Closure of one track at a time during 1,5 month	Closure of one track at a time during 2 months
Option 3	Closure of one track at a time during 16 months	Closure of one track at a time during 3,5 months	Closure of one track at a time during 5 months	NA	Closure of one track at a time during 6,5 months

Metz –St Louis: conclusion

- The RUs are asked to express their opinion on the feasibility of the 3 options
- At least 60 M€ have to be found to finance the works. SNCF Réseau is not allowed to pay them as the works are not economically profitable
- Therefore, other sources of financing would have to be found

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