

## Loading gauge

State of play discussions with RAG, SNCF R & CFF

RAG meeting

September 19<sup>th</sup>, 2017



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# Test train : loading gauge in FR & CH

1. Context of the demand
2. The current situation
3. Action Plan / Next steps
4. Open discussion

# Context: action plan on the demands of the RAG

During the Executive Board meeting on 6 October 2016 and the following RAG Meeting on 11 October 2016, the Railway Undertakings pointed out 6 axis to be improved and/or taken into account by the corridor:

1. Quality of the capacity offered by the IMs, especially with the impact of works (“trous de régime”) by SNCF Réseau
2. A better coordination of works, involving more deeply the RUs in the process
3. The demand to postpone the deadline of the ETCS implementation in Luxembourg
4. **The possibility to recheck the real limitation of the loading gauge along the corridor**
5. The possibility to have more longer trains in BE
6. Answers concerning the future of the UK-Link after the Brexit

# Context: action plan on the demands of the RAG

- And again during the RAG Meeting on 25<sup>th</sup> January 2017, the Railway Undertakings expressed the need to have an open discussion with experts of the engineering department of SNCF Réseau.
- The Permanent team and Management board members stress out that positive conclusions of the test train can't automatically lead to conclusions on an enhancement of the loading gauge on the concerned axes.
- RFC NSM permanent team organised the meeting on March, 13<sup>th</sup> 2017: the RU's shared with SNCF Réseau engineering department the approach to follow to run a train test.



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# The current situation

- CFL Multimodal circulates with P400 thanks to an “Autorisation de Transport Exceptionnel” (ATE) from SNCF R between Bettembourg and Lyon. The study made by the BTE (Bureau des Transports Exceptionnels) identified the tunnels where P400 and P394 will not be able to pass on the Bettembourg – Basel section.
- CFL Multimodal thinks the P400 loading gauge between Mont- Saint-Martin and Mulhouse is reachable.
- Lohr Industrie performed a loading gauge measurement campaign in France for rail motorway projects, and in Switzerland and Spain. The complete presentation of the results was sent to SNCF R and CFF. The test helped the P400 to be qualified in the Gothard Tunnel where it was not officially supposed to.
- The aim of this approach is to answer to the following questions:
  - How do we measure?
  - How do we calculate?
  - Should the security margins be challenged?

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# Action Plan / Next Steps

- Several meetings were organized:
  - Feb 13<sup>th</sup> with SNCF Réseau and the RU's
  - Jun 6<sup>th</sup> with *SNCF Réseau*, Lohr, Sibelit and CFL
  - Jun 21<sup>st</sup> with the technical teams (SNCF R, Sibelit and Lohr)
- During this last meeting, participants agreed on the following points :
  - The test train will run on July 5<sup>th</sup> and 6<sup>th</sup> between Bettembourg and Basel (no objection from SNCF Réseau);
  - The data collected will be sent ASAP to SNCF R I&P for analysis and gap analysis;
  - A meeting will be organized on September 2017 (actually **foreseen on September, 26<sup>th</sup>**) including SNCF R / CIM (*Centre d'Ingénierie du Matériel*) and the BTE (*Bureau des Transports exceptionnels*);
  - The BTE and the CIM can contribute to identify and define potential existing margins, as they consider Rolling stock technical parameters in their studies and not only the infrastructure.



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## 4. Open discussion

- **Next steps**
- **Preliminary results**
- ...

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## Contact

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

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

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