

Impact on traffic of the works on the Ottignies-Namur-Charleroi triangle (L130-L140-L161)

RAG – 27 May 2015



Agenda

1. Simplification of line 144
2. Line 161 : Covered trench at Beauvallon
3. Provisional planning

Line 144 : simplification

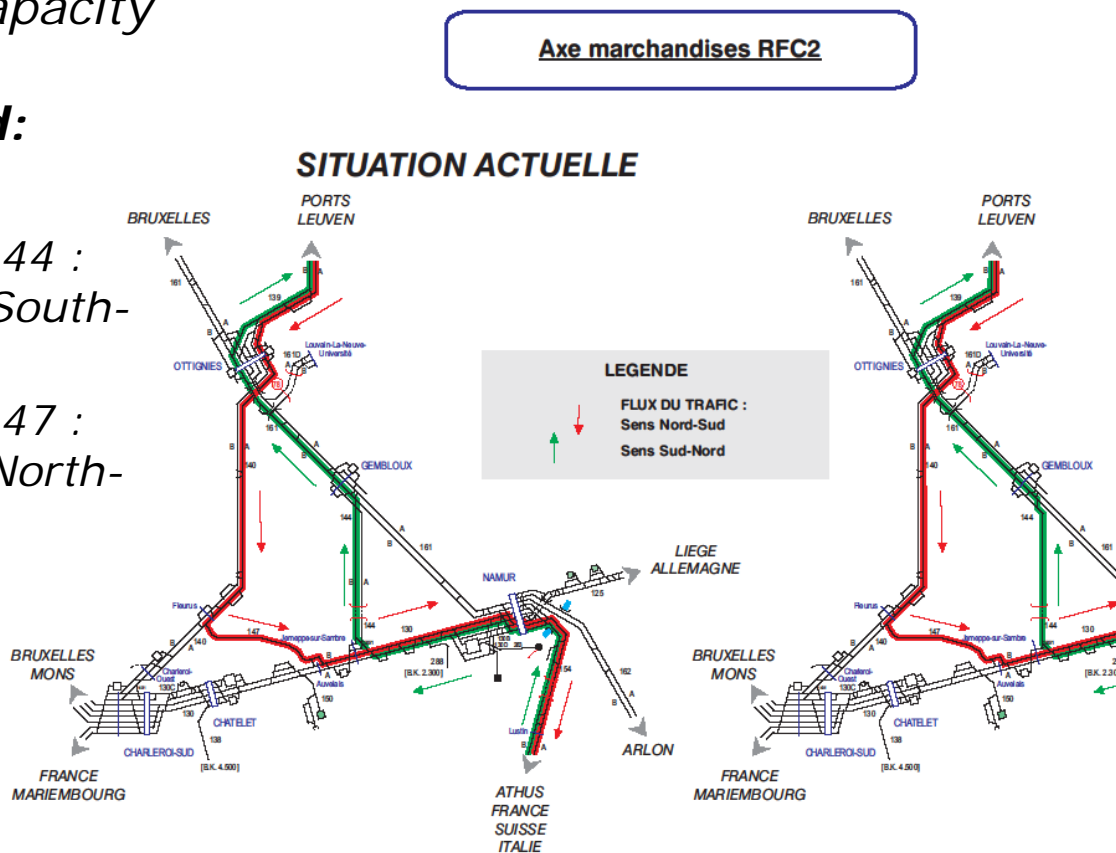
Reducing Line 144 to a single track

- is compatible with the current traffic :
 - track A : 4 passenger trains
 - track B : 4 passenger trains + some twenty freight trains (direction South-North on RFC2)
- Allows avoiding a full renewal of track B, in line with the budgetary constraints

Line 144 – Reducing Line 144 to a single track – traffic flow

Available Capacity for RFC2
unchanged:

- 1 track L144 : direction South-North
- 1 track L147 : direction North-South

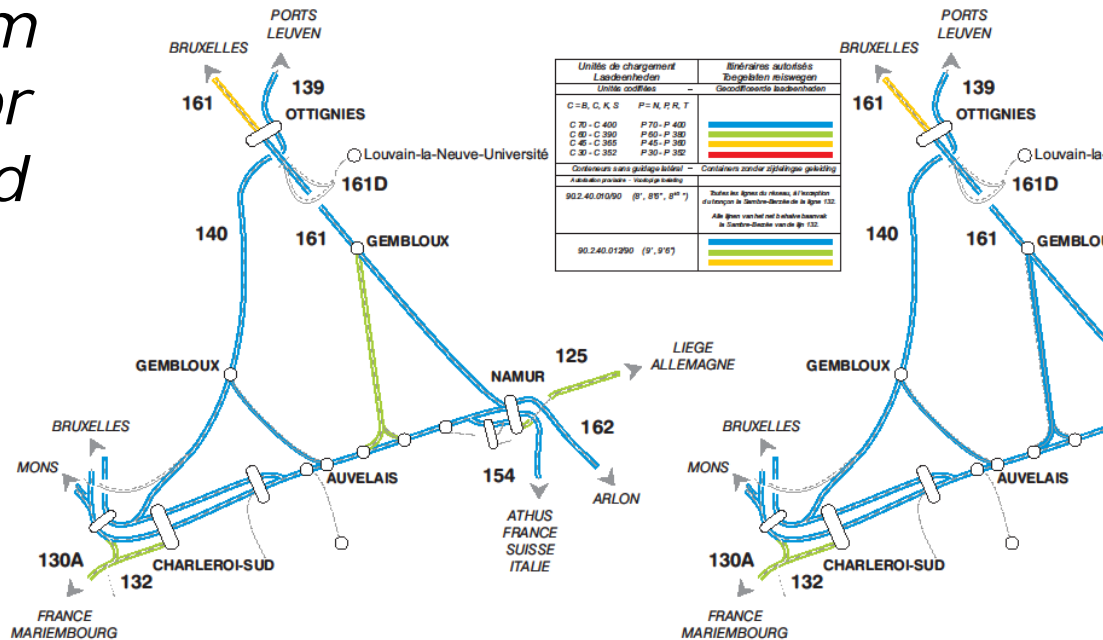


Ligne 144 –Reducing Line 144 to a single track – Profile

Axe marchandises RFC2

Extension to maximum profile for combined traffic

SITUATION ACTUELLE



I-TMS.512 10-30 I-TMS.514

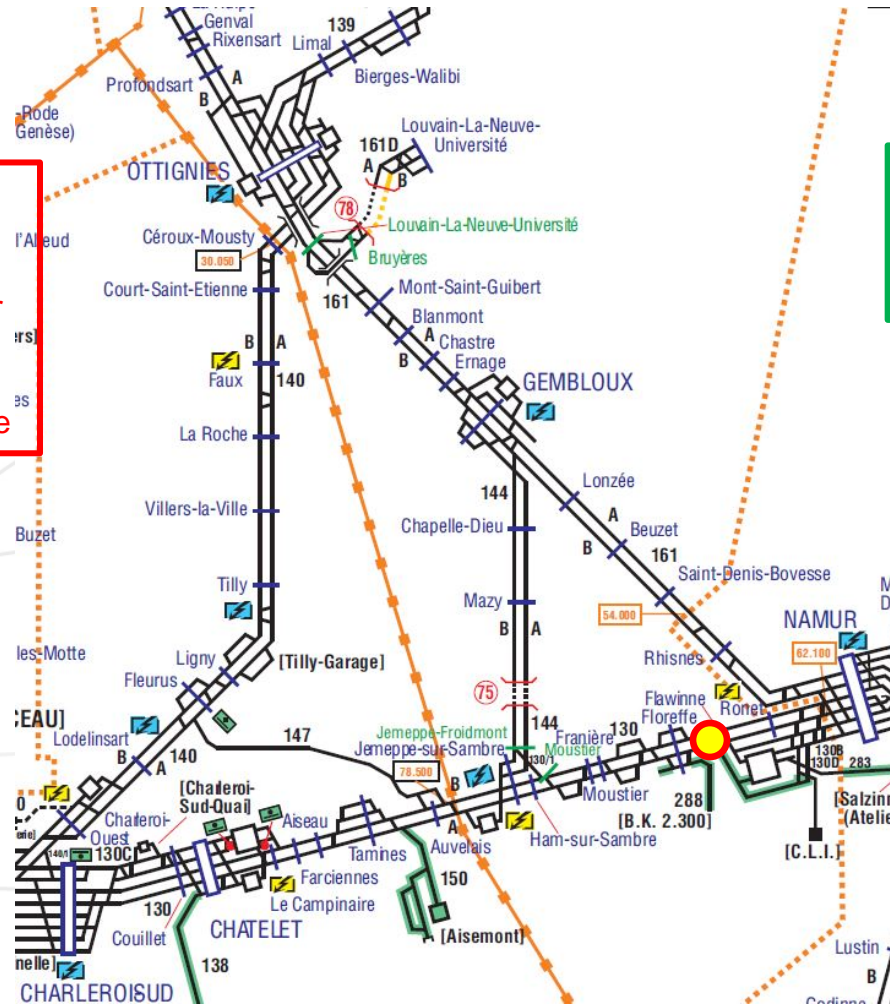
Line 161 - Namur-Rhisnes : re electrification and the Beauvallon trench

Consequences :

- Single track service from 06/17 until 12/18
- Deviation of 6 P trains per day via L144 : necessitating the extension to the M6 profile

Advantages

- Securing the rocky cliff faces
- Modernisation of axis 3



Provisional planning

1. Lines 144 :

Taking track B out of service from January 2017.

Dismantling the track and upgrading it to M6 profile : works need a 15 days total line closure to be determined during the first semester of 2017.

2. Line 161 - Namur – Rhisnes : Construction of the covered trench at Beauvallon and re electrification.

Continuous single track service from 06/17 until 12/18 necessitating a deviation of the P trains via line 144.

3. Line 130 – Moustier :

Works postponed to 2019 at the earliest.

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