







## TCR Rhine Valley 2024 Cross-corridor solutions needed

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RAG meeting RFC North Sea - Mediterranean November 18<sup>th</sup>, 2020

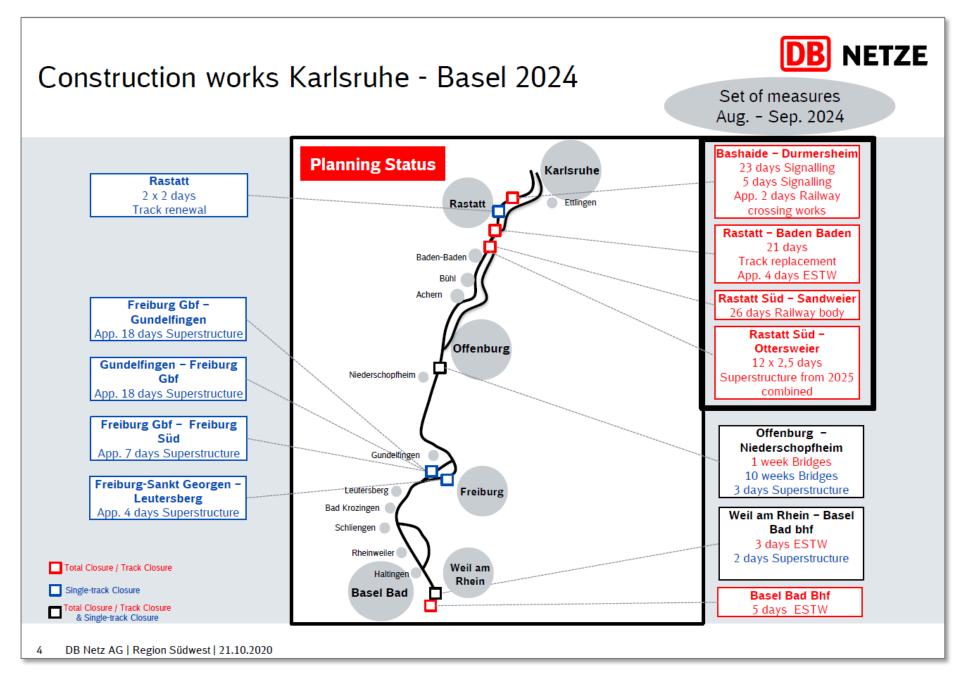


Karlsruhe

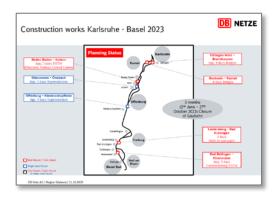
Offenburg

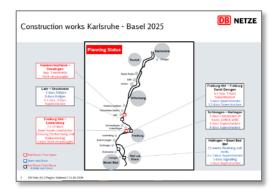














## Rastatt – Learnings

#### International Action Plans of major RUs & Infra Managers



## The peak load of 200 trains/day had to deal with

- a theoretical capacity of 180 trains
- a technical capacity of 150 trains
- effectively run trains: 70-80

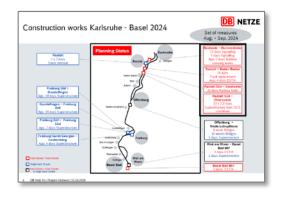
National railway regulations prevent RUs from being fast, flexible, compensatory and highly adaptive:

- Official language
- Route knowledge
- Driving licences
- Loco type approval & registration

➤ ...

SERAC Brussels 9th of October 2017





### The situation 2024 will differ from now!

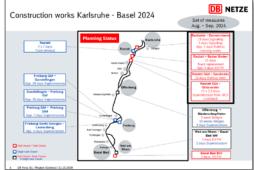
#### **Starting with TT 2021:**

- P400 traffic possible on the whole Corridor Rhine Alpine after opening of the Monte Ceneri tunnel
  - Customers reconfigure their traffics according to new possibilities
  - New growth rate of 3-5% possible, as trailers can be loaded on standard trains
- Train length can rise up to 690 m

#### → About 60 trains/day with P400 profile out of a total of 250 to be rerouted

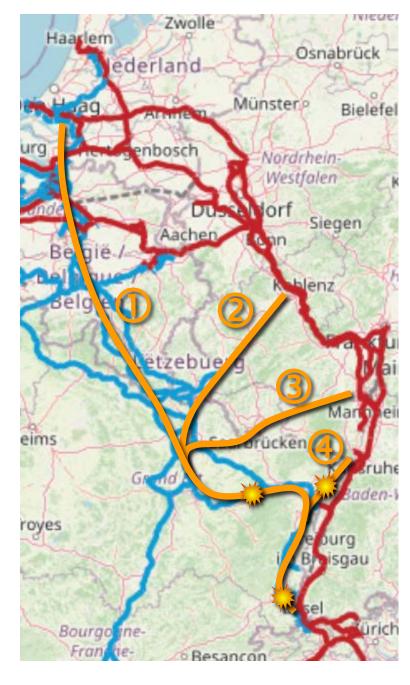
- Re-Routing via "Gäu-Bahn" in Germany (Stuttgart Singen) does not yet offer P400 profile
- ➤ Brenner capacity is limited; most traffics are destined to Milano area and would require capacity also on highly congested Verona Milano line (RFC 6 Mediterranean)
- The additional costs due to longer routing (resources, external procurement and lower utilization rate of wagons) via Brenner wouldn't be taken in charge by the market.
- The longer transit time via Brenner would not be competitive towards road transport
- > Solutions for RFC Northsea Mediterranean are needed











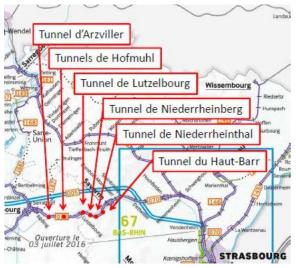
## **Rerouting alternatives**

- a) via Aubange Baselb) via Bettembourg Basel
- 2 via Perl/Apach Basel
- (3) via Forbach Metz Basel
- 4 via Lauterbourg Basel

→ Could "small" works permit exceptional transports (ATE/BZA) with P400?







## We ask Corridor NorthSea Med to...



- → work closely together with DB Netz, SNCF Réseau, Corridor RhineAlpine and RUs in creating the needed re-routing capacity
- → analyse capacity situation on applicable rerouting lines ahead of official process
- → Analyse possible solutions to accept P400 transports via corridor Northsea Med

# A common task force (axis coordination) should be put in place



Thank you for your attention!