

European Rail Infrastructure Managers (EIM)

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## Reducing Bottlenecks at Borders: an Infrastructure Manager's Viewpoint

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# Rail-related bottlenecks - a rail structural issue ...especially in the European context

- Bottlenecks are intrinsic to the railways: limited capacity, limited number of tracks - lots of single tracks, especially in tunnels / on bridges-, security requirements.
- Particularly at border crossings
  - Interoperability issues => different track gauge, electrification system, signalling/communication systems, organisations
  - Need for cooperation / coordination between IMs (+ "administrative bottlenecks")

# Rail-related bottlenecks - Some causes

*(From EC Bottlenecks exercise)*

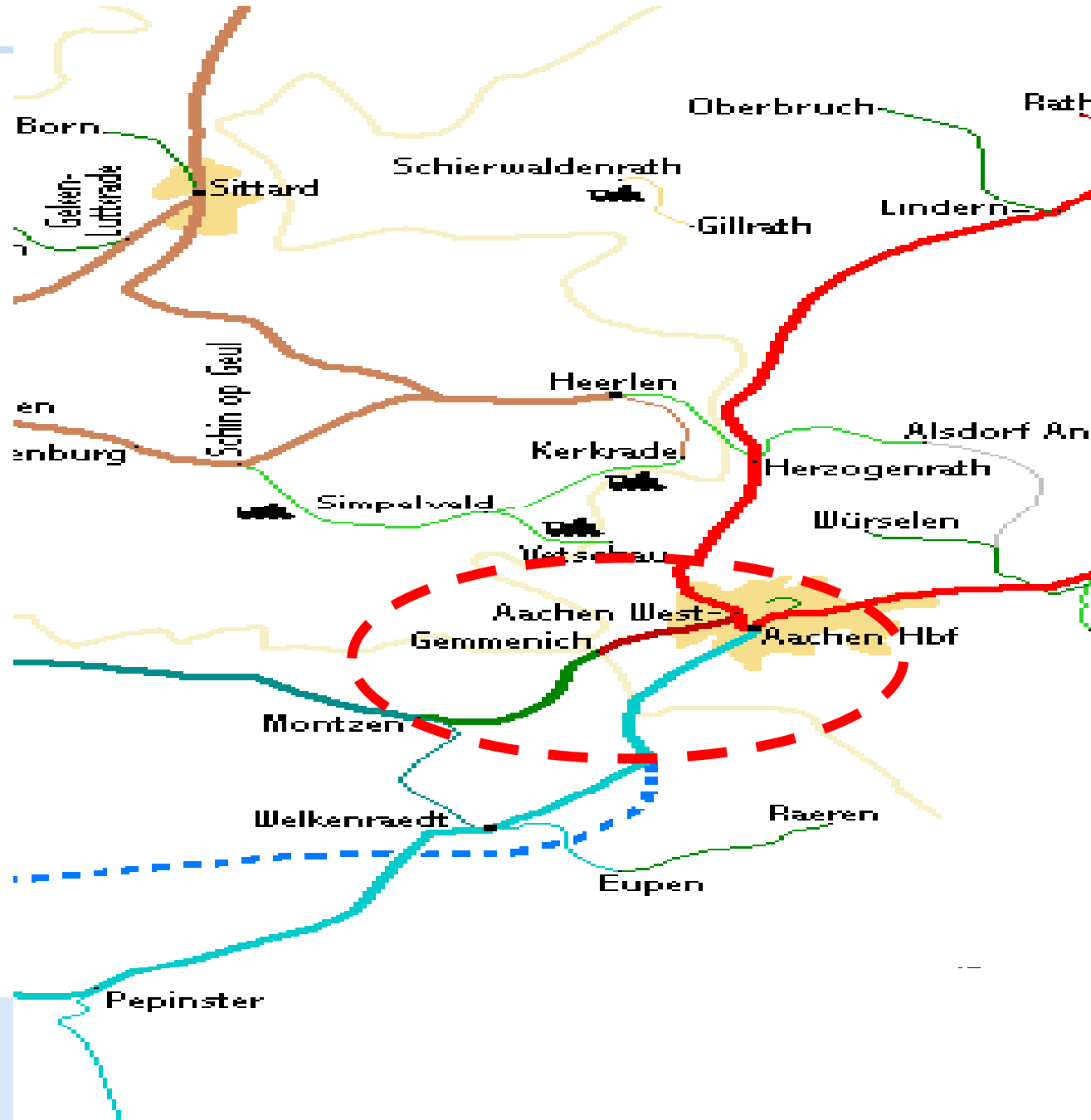
- **Poor quality infrastructure** - railway bridge over Oder (new bridge was built) (DE-PL)
- **Insufficient capacity of infrastructure** - Dordrecht-Lage-Zwaluwe-Roosendaal-Essen-Antwerpen (for freight) (NL-BE)
- **Insufficient number of tracks** - single track sections on Stuttgart-Singen-Zurich (DE-SW)
- **Absence of electrification on border section** - Montzen-Aachen West (BE-DE)
- **Different train specifications (weight, length)** - Brenner axis
- **Difference of track gauge** - Iberian gauge and the UIC standard adopted in most of Europe (ES-FR)
- **Different electricity and signalling systems** - electrification systems between Sweden and Denmark (only one operator can pull trains over the Oresund bridge) (SE-DK)

# Aachen [DE] -Monzen [BE] Bottleneck (1)

## Bottleneck because:

- Trains from Belgium heading south after Aachen need to spin around in Aachen station
- Problems of perspicuity in relation to priorities of train services - some trains waiting over 24 hours for reforwarding/connection
- Necessity to add a banking locomotive due to the climbing slope from Germany to Belgium
- Until end 2008, only diesel locomotives could operate on the Belgian stretch
- Very limited level of coordination between IMs (+ministers and local administrations)

# Aachen [DE] -Monzen [BE] Bottleneck (2)



# Aachen [DE] -Monzen [BE] Bottleneck (3)

## *First improvements...*

- Missing section of line electrified on 14/12/08
- Use of same train numbering on the whole section (before change of train number required)

## *...and possible solutions*

- A common regulator for dispatching should be created
- Parking charging should be harmonized, to incentivise RUs not to park too long (charging is too low in Aachen West)
- Infrabel proposed to DB-Netz to have loopline at Aachen Hauptbahnhof (750 meters)

# Rail Bottlenecks at borders

## *Lessons*

- Technical solution exist for many bottlenecks (e.g. electrification, ERTMS, building new infrastructure)
- But coordination between IMs remains crucial
  - e.g.: bottlenecks between France and Spain (Hendaye-Irun and Port-Bou-Cerbere): French and Spanish do not share the same analysis of situation and thus do not suggest the same solutions
- Corridor structure are a good mean of bringing responsible around the table
  - *ERTMS corridors*
  - *TEN-T priority projects*
  - *upcoming (?) freight corridors*

# Improving Performance on Corridors

## European Task Force between the Infrastructure Managers

- Goal: To allow technical, operational and safety discussions and agreements on:
  - Harmonisation of administrative procedures,
  - Conditions of use of infrastructure,
  - Priority rules,
  - One-stop shop for cross-border path allocation
- The Task Force will be:
  - A light flexible non structure
  - Operationally oriented
  - With effective short objectives
  - With operational defined objectives

# Freight Oriented Network

- Objective: Create trans-European corridors on which priority, both in path allocation and traffic management, would be granted to certain types of freight traffic
- Permanent governance bodies (EEIG) will give the opportunity for IMs to coordinate (consulting terminal managers and Railway undertakings) on:
  - Infrastructure needs along the corridor - including existing bottlenecks
  - Planification of works

Thank you for your attention

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