



Rail Freight Corridor
North Sea – Baltic



Capacity Restrictions on RFC NS-B

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RAG/TAG Meeting
13th October 2021

Impact sheets for selected major Temporary Capacity Restrictions (TCR)

Foreword

On RFC North Sea – Baltic we introduced in 2018 the **TCR Impact sheets** to present in one glance general and important information about upcoming TCRs in the next years. These impact sheets highlight **some infrastructure works which have a big impact** on international rail freight traffic along RFC North Sea – Baltic.

These impact sheets are updated twice a year and can be found under

<https://rfc8.eu/customer/temporary-capacity-restrictions/>

On the next slides we go a bit deeper on some TCRs with significant impact which will take place in 2022.

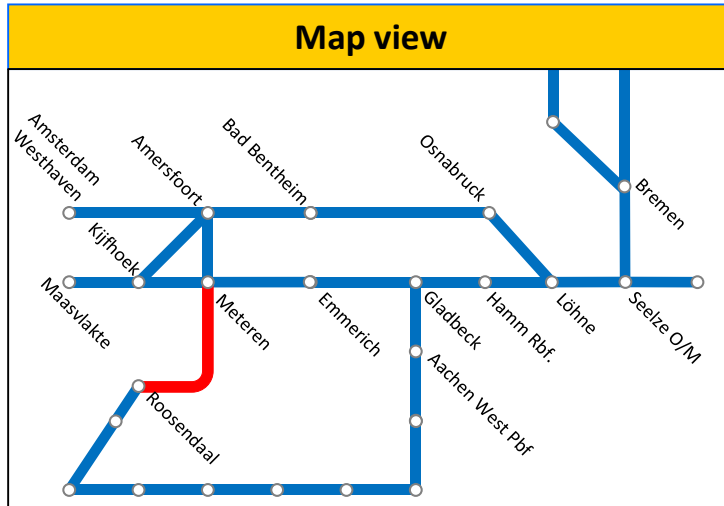
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For detailed and complete customer information we kindly refer to the information which is available via the involved national Infrastructure Managers.

Impact of a major TCR in 2022 at ProRail

Section Roosendaal - Meteren



Impact on International Rail Freight

- percentage of rerouting or cancellation:
 - 100% rerouted
- extra running time for freight trains:
 - 30 -90 minutes
- Deviations:
 - Roosendaal/Kijfhoek/Amersfoort
 - Roosendaal/Arnhem/Deventer/ Bad Bentheim
- Restrictions in train parameters: no
- Restriction in container profiles: no

Major Capacity Restriction

Location: Zaltbommel - Culemborg

Type:

- Total closure
- Period: continuous closure 14.07.2022 – 05.08-2022
- Works: Upgrade and renewal infrastructure, preparation of new connection to Betuweroute

- **Benefit for RUs when the works are finalized:**

Renewal infrastructure: elimination of temporary speed restriction;
New connection Betuweroute (2030) increasing possibilities in routing and increasing capacity between Rotterdam and Germany

<https://www.youtube.com/watch?v=hHEnz8Yho94>

- **Impact on freight traffic during TCRs:**

Transit trains have to take an alternative route within NL to the same Belgian and German borders

- **When coordination takes place with neighboring IMs and RUs?**

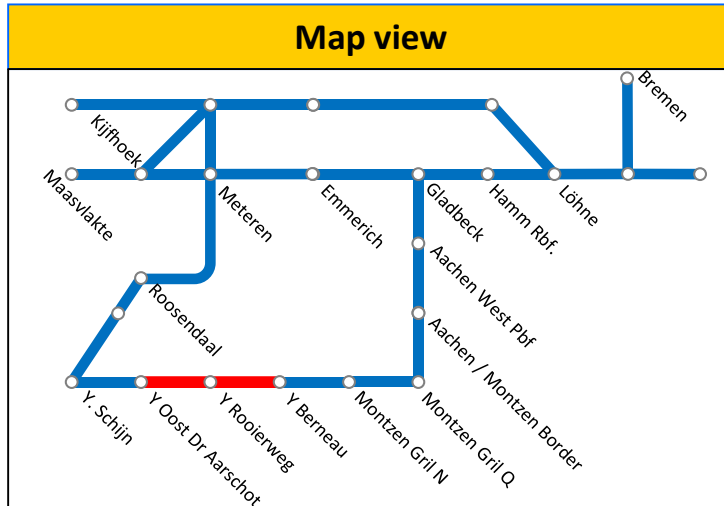
Coordination with DB Netz and Infrabel took place in 2019 and 2020 to avoid bottlenecks. In the same time RUs were consulted via national consultation platforms

- **When and how do RUs receive alternative timetable for the trains that were planned for the infected running days?**

Draft at 16 weeks before the works take place;
Final at 4 weeks before the works take place

Impact of a major TCR in 2022 at Infrabel

Section Antwerpen- Montzen



Impact on International Rail Freight

- percentage of rerouting or cancellation:
100 % rerouted
- extra running time for freight trains:
30 to 40 minutes
- Deviations:
- L24/1-L40-L36A-L36
- Restrictions in train parameters: no
- Restriction in container profiles: PC 60-380

Major Capacity Restriction

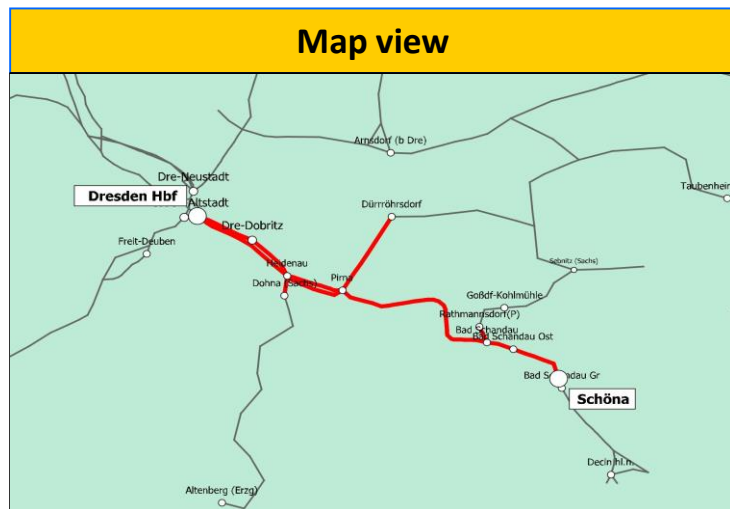
Location: Glons - Hasselt

Type:

- Total closure
- Period: continuous closure 02.07.2022 (06:00) – 11.07.2022 (4:00)
- Works: Signalling ETCS
- **Benefit for RUs when the works are finalized:**
Increased capacity and safety when ETCS becomes operational (2026)
- **Impact on freight traffic during TCRs:**
Transit trains have to take an alternative route within BE between the German border and Antwerpen
- **When coordination takes place with neighboring IMs and RUs?**
Coordination with DB Netz and Prorail took place in 2019 and 2020 to avoid bottlenecks. In the same time RUs were consulted via national consultation platforms
- **When and how do RUs receive alternative timetable for the trains that were planned for the infected running days?**
- Draft at 12 weeks before the works take place
- Final at 4 weeks before the works take place

Impact of a major TCR in 2022 at DB Netz

Section Dresden – Bad Schandau



Impact on International Rail Freight

- percentage of rerouting or cancellation: 25% of freight path requests on the TCR-stretch
- extra running time for freight trains: up to 120 minutes
- Deviations: rerouting over Horka and Cheb
- Restrictions in train parameters: yes (Cheb: Train weight reduction)
- Restriction in container profiles: no

Major Capacity Restriction

Location: Dresden - Schöna

Type:

- Partial closure
- Period: 17.06.2022 – 10.12.2022
- Works: Renovation Bad Schandau Ost and works on noise reduction installations
- Benefit for RUs when the works are finalized:**
Modernised infrastructure and increased acceptance of rail freight in the immediate neighborhood

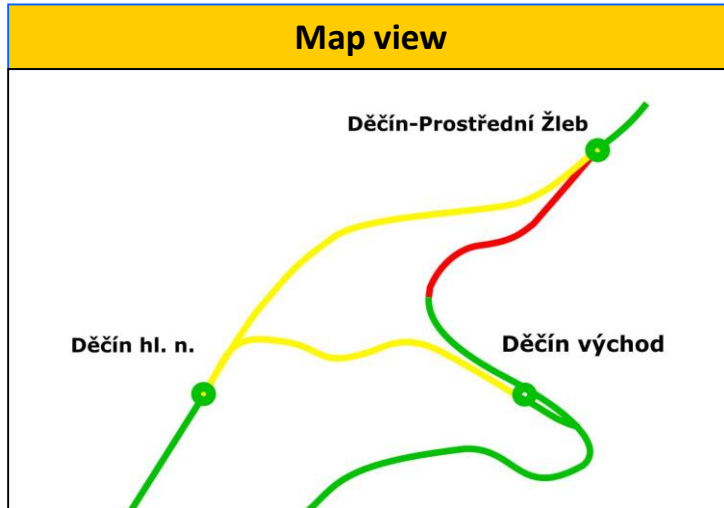
Impact on freight traffic during TCRs (all freight, national and international, PaP- and non-PaP-paths):

	Plan	Ist
Rerouting via Horka	26	6
Rerouting via Görlitz	24	0
Rerouting via Cheb	20	5
Cancellations	90	23

- When coordination takes place with neighboring IMs and RUs?**
DB Netz coordinated TCR with SZ on 15th December 2020
- When and how do RUs receive alternative timetable for the trains that were planned for the affected running days?**
In this case, together with the draft offer

Impact of a major TCR in 2022 at Správa železnic

Děčín východ – Prostřední Žleb



Impact on International Rail Freight

- percentage of rerouting or cancellation:
 - 100% rerouted
- extra running time for freight trains:
 - 20-30 minutes due to change of direction at Děčín hlavní nádraží
- Deviations:
 - Děčín hlavní nádraží
- Restrictions in train parameters: no
- Restriction in container profiles: no

Major Capacity Restriction

Location: Děčín východ – Prostřední Žleb

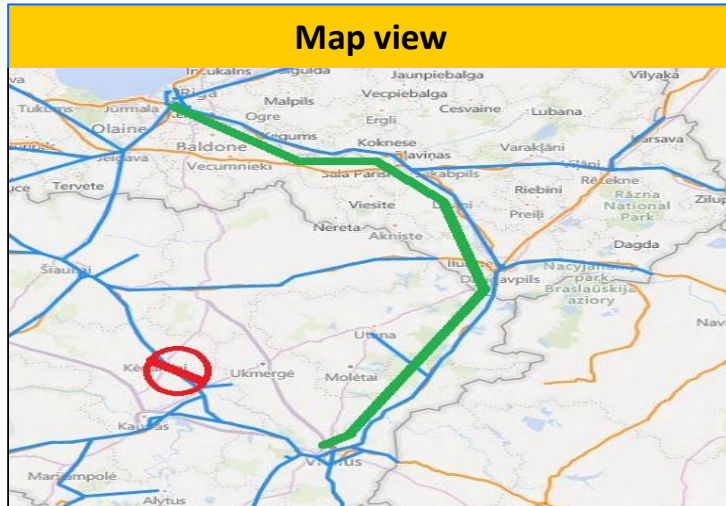
Type:

- Total closure
- Period: continuous closure 01.03.2022 – 15.11.2022
- Works: Renewal of the single track bridge over the Elbe/Labe
- Benefit for RUs when the works are finalized:**
 - New bridge over the Elbe/Labe
- Impact on freight traffic during TCRs:**
 - Trains between Děčín východ and Prostřední Žleb are rerouted over Děčín hlavní nádraží. On this deviation line there is enough capacity.
- When coordination takes place with neighboring IMs and RUs?**
 - Coordination with DB Netz started in 2019 and still continues. RUs are involved via the 'Elbtal Gruppe'.
- When and how do RUs receive alternative timetable for the trains that were planned for the infected running days?**
 - The alternative timetables are supplied 45 days before the TCR starts.



Impact of a major TCR in 2022 at LTG Infra

Section Žeimiai-Lukšiai



Impact on International Rail Freight

- percentage of rerouting or cancellation:
 - 10-15 % cancelled, rerouting via deviation line depends on the traffic volumes
- Deviations:
 - Vilnius-Turmantas-LV-Rokiškis-Radviliškis
- Restrictions in train parameters: no
- Restriction in container profiles: no

Major Capacity Restriction

Location: Žeimiai - Lukšiai

Type:

- Partial closure
- Period: continuous closure 03.02.2022 – 11.10.2022
- Works: Catenary installation
- **Benefit for RUs when the works are finalized:**
 - Electric traction
 - Heavier trains
 - Shorter running times
- **Impact on freight traffic during TCRs:**
 - 10-15 % trains is expected to be cancelled
 - rerouting possible via Vilnius-Turmantas-Latvia (Daugavpils)-Rokiškis-Radviliškis but necessity depends on the future traffic volumes
- **When coordination takes place with neighboring IMs and RUs?**
 - Before planning the works it was agreed with LDz to keep the deviation line open
 - Coordination with LDz about rerouting trains will take place, when exact number of affected trains will be known. The same with RUs.
- **When and how do RUs receive alternative timetable for the trains that were planned for the infected running days?**
 - Draft 2 months prior to the first day of works
 - Final 1 month prior to the first day of works