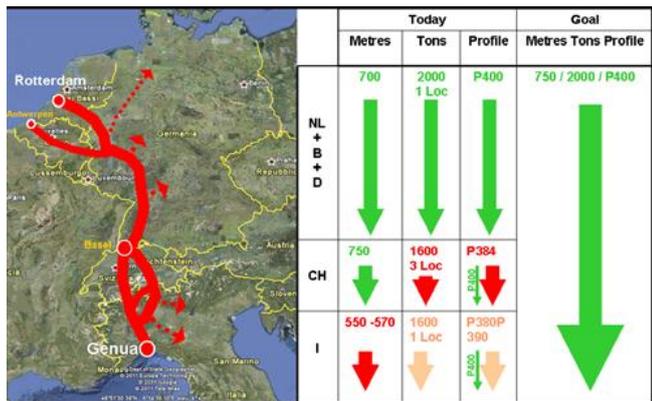




Serious Limitations on Key North-South European Rail Freight Axis (ERTMS A)

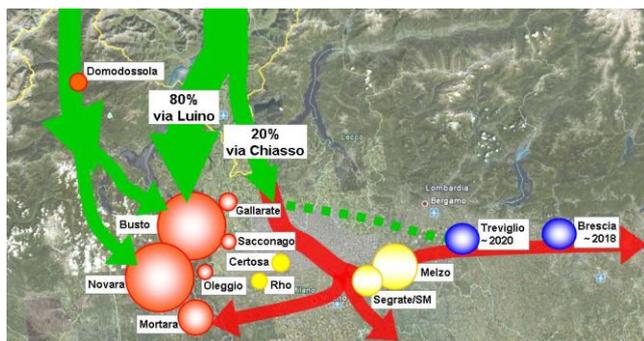
The Rotterdam-Genoa (or ERTMS Corridor A), commencing with the Betuwe line and terminating in Northern Italy, is the most important rail freight axis for CT trains, and European rail freight in general.

The graph below shows the line (left side), while it also indicates targeted train length and weight as well as gauge-profile development in the coming years (right).



The Swiss government is conducting major investment projects (i.e. the Gotthard and Ceneri base tunnels) to enhance this rail axis. Despite the considerable investment, however, a number of important aspects have been disregarded during the coordination process on how to improve connecting rail routes on the south side of the Alps, which will seriously curtail the ability of unaccompanied Combined Transport to competitively utilise the newly devised infrastructure elements.

Neglect of the Luino line, the Western bypass route of the Milan area for 80% of unaccompanied CT today, in favour of the “politically preferred” Chiasso line – where freight trains would have to pass through the busy Milan region – is a major mistake that will prolong the reaching of the train-length, -weight and profile-gauge extension targets along the entire ERTMS Corridor A into the indefinite future.

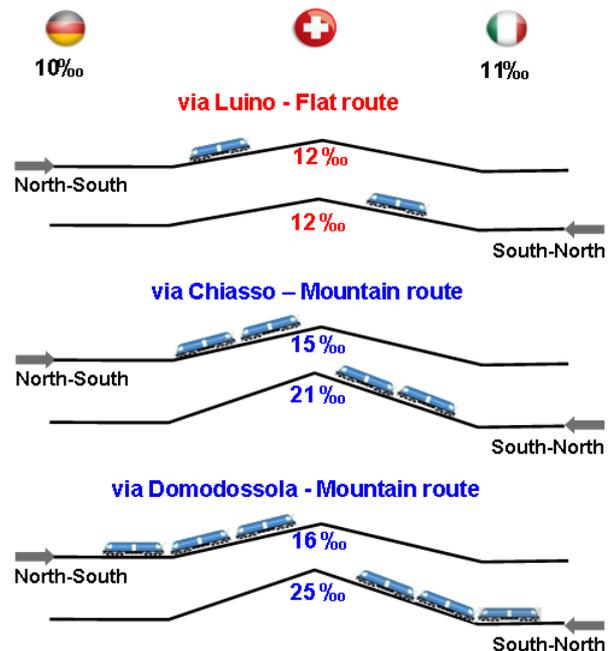


For more details click:

<http://www.uirr.com/en/component/downloads/downloads/854.html>

The Luino line not only allows for freight trains to avoid the Milan metropolitan area, but leads most conveniently to the major CT transshipment terminals of the region, the final destination of CT trains, and also features the smallest inclinations, all key to freight trains that are heavier than passenger trains.

Alpentransit 2019 – Trains 1800 t



“UIRR strongly encourages the affected parties, including the European Commission, to provide the required resources needed to facilitate the Luino line upgrades needed for a smooth flow of competitive CT trains along this key route.” – said UIRR Chairman, Rudy Colle.

* * *

Who is UIRR? - Founded in 1970, the International Union of Combined Road-Rail Transport Companies (UIRR) represents the interests of European road-rail Combined Transport Operators. Road-Rail Combined Transport (CT) is a system of freight forwarding which is based upon inserting economically and ecologically sustainable electric rail into long-distance (road) transport-chains through the use of intermodal loading units (ILU). The shifting of loads between modes takes place quickly and efficiently at transshipment terminals. CT offers the competitive combination of the flexibility of road transport – used in the positioning legs of ILUs – with the energy efficiency, extreme low greenhouse gas emissions and superior safety record of electric rail traction over long distances.

¹ ILU = ISO containers, European swap-bodies and semi-trailers