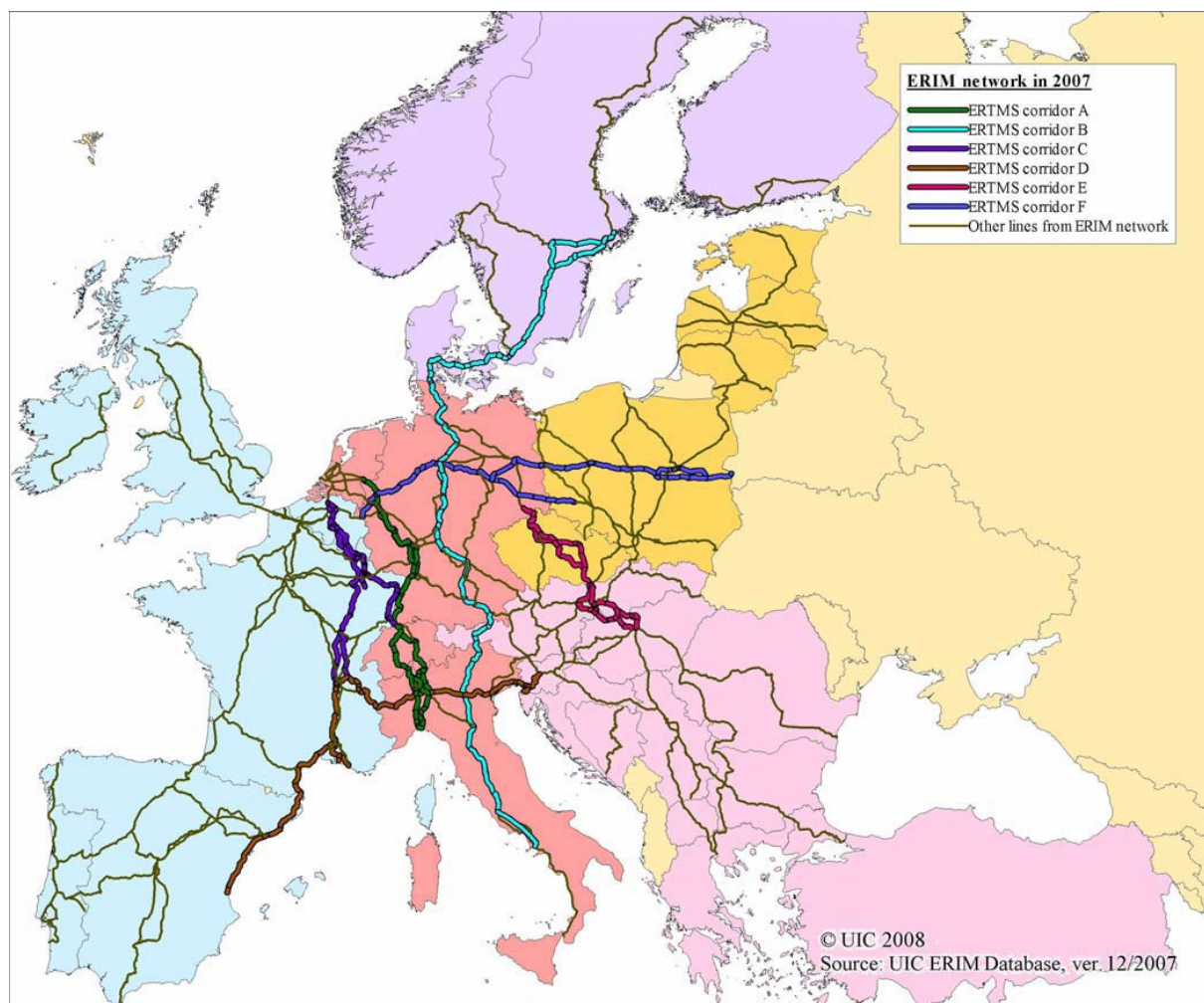


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ANNEXE 8

CARTE DU RESEAU ERIM



ANNEXE 9

SCÉNARIO DE RÉFÉRENCE CORRIDOR A

Corridor Main Information	
Corridor	A
TEN-T network	Y
Overall length	2.548 km
Countries	4 (Italy, Switzerland, Germany and Netherland)
Infrastructure Managers	5 (RFI, SBB - BLS, DB Netz, and ProRail - KeyRail)

Traffic data	2005	2020
International traffic (Million of t km)	17.047	23.013
International traffic density (Million of t km / km)	6,69	9,03
Pax traffic (Million of passenger km)	13.112	15.914
Pax traffic density (Million of t km / km)	5,15	6,25
Share of freight traffic on total corridor traffic	68%	70%
Share of international freight traffic on total freight corridor traffic	62%	63%

Technical harmonisation						
	Sections length (km)	%age of sections	Upgrading investments			
			N/A	N	Y (upgrade for all sections)	Y (upgrade for some sections only)
Track gauge different from 1435 mm		0%	X			
Max train limit 600 m or more		73%				X
Max train limit 750 m or more		To be estimated				X
Loading gauge Gabarit GB or bigger		79%				X
Loading gauge Gabarit GC or bigger		To be estimated				X

Technical harmonisation						
	Sections length (km)	%age of sections	Upgrading investments			
			N/A	N	Y (upgrade for all sections)	Y (upgrade for some sections only)
Axle load up to 22,5 t or higher		99%				X
Rail line with at least two tracks		To be estimated				X

Foreseen investments					
Section	Description	Start date	End date	Type of investment	
Genoa – Milan / Novara – Swiss border	New and upgraded line	2010	2013	TEN-T Priority Project	
Mornago C. – Luino – Gallarate	Cross tracks lengthen to 600 mt	12/2006			
Italian part of the corridor	Line upgrades with upway and subway for rail crossing	12/2006			
Domodossola Station (DOMO II)	Multi system catenary line activation on 6 tracks		03/2008	-	
Genova – Milano – Chiasso	New line	2010	2013	TEN-T Priority Project	
Alessandria – Novara – Sempione	Upgraded line	2010	2013	TEN-T Priority Project	
Basel – Karlsruhe	Upgraded line	2010 (In some sections close to Basel works ongoing)		TEN-T Priority Project	
Frankfurt/M-Mannheim	New line	2010	2013	TEN-T Priority Project	
Duisburg- Emmerich	Upgraded line	Works ongoing		TEN-T Priority Project	

Foreseen investments				
Section	Description	Start date	End date	Type of investment
“Iron Rhine” Rheidt – Antwerp – cross border section	Upgraded line	2010	2013	TEN-T Priority Project
Betuwe line	New line	1998	2007	TEN-T Priority Project
ERTMS implementation	Traffic management technology	2006	2012 (*)	
(*) 2015 on Oberhausen - Mannheim sections				

One Stop Shop										
<p>Currently the One Stop Shop (OSS) lists the available paths on the next timetable according to the what is published on the Rail Net Europe website. Path are proposed only for cross-border section, not for the entire journey.</p> <p>Then a feasibility study is done on request, in case the RU or the authorised applicant asks for a path longer than the border section.</p> <p>The indication hereinafter are referred to the available paths for freight trains.</p> <p>Only the sections present in the path catalogue are listed in the table. offers train paths only for cross-border sections of the line. In the national section path will be then allocated taking into account the booked path on the cross border section.</p>										
Section	Daily Train Paths Available							Notes		
Section (length of each section*)	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Country	Max train length m	Ma x tonnage T
										Loading Gauge

One Stop Shop

Currently the One Stop Shop (OSS) lists the available paths on the next timetable according to the what is published on the Rail Net Europe website. Path are proposed only for cross-border section, not for the entire journey.

Then a feasibility study is done on request, in case the RU or the authorised applicant asks for a path longer than the border section.

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Only the sections present in the path catalogue are listed in the table. offers train paths only for cross-border sections of the line. In the national section path will be then allocated taking into account the booked path on the cross border section.

Section	Daily Train Paths Available							Notes			
Section (length of each section*)	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Country	Max train length m	Ma x tonnage T	Loading Gauge
Basel-Domodossola and vv	124	129	139	139	139	139	138	CH/I	(Double traction) North South: max 2000to / 700m via LBS max 1400to / 700m via Scheitelstrecke (Berg) + 400 to in line service via Bergstrecke North South: max 1400to / 700m via LBS und Bergstrecke		P 80/405 C 80/405 NT 70/396
Basel-Luino-Chiasso and vv	231	232	232	232	232	230	228	CH/I	700	1700	600
Offenbach-Basel and vv	67	164	173	175	161	115	72	D/CH	600	1300	P/C 50/ P/C 1380
Kijfoek-Grenze-Emmerich	48	59	87	93	96	96	78	NL	700	1600	P/C 70, P/C 400

One Stop Shop

Currently the One Stop Shop (OSS) lists the available paths on the next timetable according to the what is published on the Rail Net Europe website. Path are proposed only for cross-border section, not for the entire journey.

Then a feasibility study is done on request, in case the RU or the authorised applicant asks for a path longer than the border section.

The indication hereinafter are referred to the available paths for freight trains.

Only the sections present in the path catalogue are listed in the table. offers train paths only for cross-border sections of the line. In the national section path will be then allocated taking into account the booked path on the cross border section.

Section	Daily Train Paths Available							Notes			
Section (length of each section*)	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Country	Max train length m	Ma x tonnage T	Loading Gauge
and vv								D	600	1600	Mbr 56 P 90 km/h
Kijfoek-Venlo-Viersen and vv	21	25	52	50	50	51	39	NL	700	1500	P/C 70, P/C 400
								D	580	1600	P/C 70, P/C 400
Montz-Aachen-Gremberg and vv	12	21	40	42	39	36	24	BE/D	700	1700	P/C 70 P/C400
*	To be calculated with ERIM database										

Border stations

Name	Transit time (minutes)	
	<i>Conventional Freight</i>	<i>Combined Transport</i>
Domodossola (DOMO II)	145	125
Chiasso	125	60
Basel	60	45

Border stations		
Name	Transit time (minutes)	
Venlo	60	60
Emmerich	60	60

Main terminals and ports	
<i>Combined Transport Inland Terminals</i>	<i>Ports</i>
<ul style="list-style-type: none"> ▪ Milano <ul style="list-style-type: none"> - Certosa - Desio - Greco Pirelli - Segrate - Smistamento ▪ Novara <ul style="list-style-type: none"> - Boschetto - CIM ▪ Basel Wolf ▪ Mannheim Hadelshafen ▪ Köln Eifeltor ▪ Duisburg Ruhrort Hafen (DUSS) 	<ul style="list-style-type: none"> ▪ Genoa ▪ Rotterdam

Corridor governance						
Existing coordination tables among IMs			Existing coordination tables among MS			
Interoperability			Coordinated investments			Limited investment coordination
ERTMS Deployment	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	TEN-T priority project	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
Letter of intent signed 3 rd March 2006			The following sections are part of the TEN-T Priority project 24 (Lyon – Genova – Basel – Duisburg – Rotterdam – Antwerpen):			

- Genova – Milan / Novara – Swiss border
- Genova – Milano – Chiasso
- 7 Alessandria – Novara – Sempione

Corridor governance						
Existing coordination tables among IMs			Existing coordination tables among MS			
			<ul style="list-style-type: none"> - Basel – Karlsruhe - Frankfurt/M-Mannheim - Duisburg- Emmerich - “Iron Rhine” Rheidt – Antwerp – cross border section 			
<i>Path Planning</i>			<i>Foreseen joint cross-border investment</i>			
One Stop Shop	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	-	
Coordinated path planning	<input checked="" type="checkbox"/> Cross border section <input type="checkbox"/> All section	<input type="checkbox"/> All section	<i>Coordinated Heavy Maintenance</i>			No heavy maintenance coordination
			<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	-	

Corridor Map

