

Opportunities and challenges for the Rotterdam rail freight hinterland traffic

Operational, technical and business challenges

LTE NETHERLANDS B.V.


www.lte-group.eu



your business on track!



CONTENT

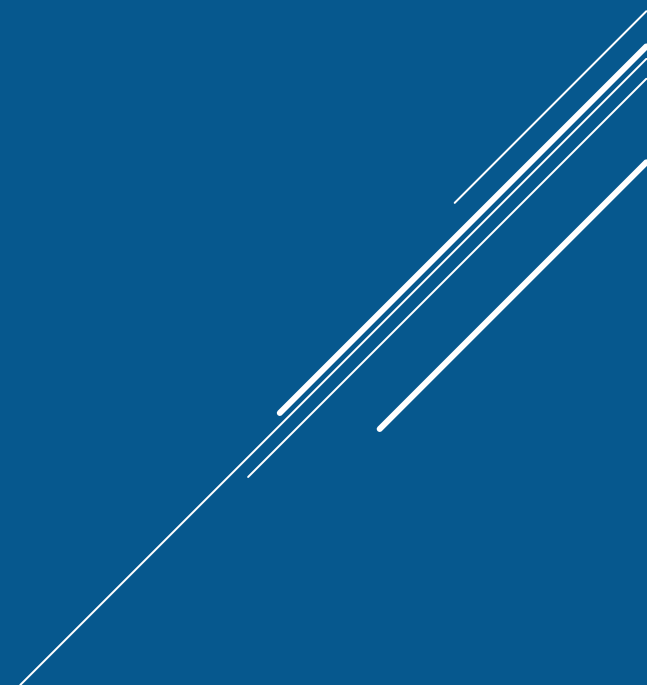
- ▶ Facts & Figures LTE
 - ▶ Political & Business challenges
 - ▶ Operational challenges
 - ▶ Technical challenges
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THE LTE GROUP

- Established in 2000
- Present in 9 countries of which in 8 as railway undertaking
- Turnover approx. € 50 mio. in 2014
- 225 colleagues
- 22 E-Loco's and 10 D- Loco's

➤ Growth of the LTE group:


2015	➡	LTE Poland
2014	➡	LTE Romania
2013	➡	LTE Germany
2012	➡	LTE Netherlands
2009	➡	LTE Hungary
2006	➡	LTE Slovenia
2005	➡	LTE Czechia
2002	➡	LTE Slovakia
2000	➡	LTE Austria




THE LTE NETWORK / GROUP




LTE NETHERLANDS B.V.

- Established in 2012
 - Focus on and railway license in the Netherlands and Germany
 - Turnover prox.14 mio Eur in 2014
 - 45 colleagues
 - 7 multisystem E-locos and 2 D- Shuntinglocos
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POLITICAL & BUSINESS CHALLENGES

- ▶ Politicians change quicker than rail projects are executed or impacts become noticeable.
 - ▶ Cargo wagons don't vote, therefore political preference or at least priority for passenger traffic.
 - ▶ Modal split and CO2 footprint are often used to promote rail but almost never valued. Who pays more for using green power?
 - ▶ Unforeseeable cost developments:
 - ▶ Tax rule changes for electricity in NL
 - ▶ Price increases of up to 50% for track costs 2015-16 (1'600-3'000to)
 - ▶ Basisnet. Requirements for rerouting trains causing additional costs but then no capacity available.
 - ▶ IGS (Information System Dangerous goods) also for none dangerous goods
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OPERATIONAL CHALLENGES

- ▶ Third track infra work in Germany 2016-2023
 - ▶ Infra Regions in Germany with limited flexibility
 - ▶ Different Train numbering systems between countries
 - ▶ Different Wagon lists and Brake calculations/rules
 - ▶ Silent blocks yes/no
 - ▶ Different calculations how to achieve brake percentage
 - ▶ Train paths in Jaardienstregeling, in April for the year following
 - ▶ Traction availability, long term leasing contracts, market changes quicker.
 - ▶ Staff availability and multi country training
 - ▶ Route knowledge
 - ▶ 24/7 business but weekday support (Maintenance)
 - ▶ Restrictions of (Wagon) Maintenance outside workshops
 - ▶ Implementation levels of EU law in the different countries
- 

TECHNICAL CHALLENGES

- ▶ Numerous ATP Automatic Train Protection systems requiring expensive locomotives
 - ▶ ERTMS (Level 1, Level 2, version x-y-z)
 - ▶ ATB
 - ▶ ATB vv
 - ▶ ATB NG
 - ▶ LZB
 - ▶ Indusi
 - ▶ PZB
 - ▶ Memor
 - ▶ Several differing power systems requiring expensive locomotives
 - ▶ No electrification (Diesel traction)
 - ▶ 1'500V DC NL
 - ▶ 3'000V DC BE
 - ▶ 15'000V AC D
 - ▶ 25'000V AC NL, BE
 - ▶ ERTMS upgrades and distortions/design failures.
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But hey 😊,

if there were no challenges
everybody could do it !!

(now only LTE can do)

A decorative graphic consisting of several parallel white lines of varying lengths, slanted diagonally from the bottom right towards the top right, located in the lower right quadrant of the slide.

THANK YOU FOR YOUR ATTENTION
ANY QUESTIONS?

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