



## Opportunities and challenges for Rotterdam railfreight hinterland traffic

Political and legal challenges on dutch infrastructure

# SNCF Mobilité

## SNCF Proximités

Local & regional transport division

- Urban, suburban, departmental and regional public transport networks
- TER, Transilien and inter-city Corail in France, Keolis in France, Europe, Canada and Australia

11,9  
Bill. €



## SNCF Voyages

Long distance transport division

- Long distance passenger rail transport
- Europe (France, Spain, Great Britain, Belgium, the Netherlands, Germany, Switzerland and Italy)

5,8  
Bill. €



## SNCF Logistics

Freight transport & logistics division

- Transport and logistics
- Global presence: 120 countries worldwide

8,8  
Bill. €



## Gares & Connexions

Station division (Stations & Connections)

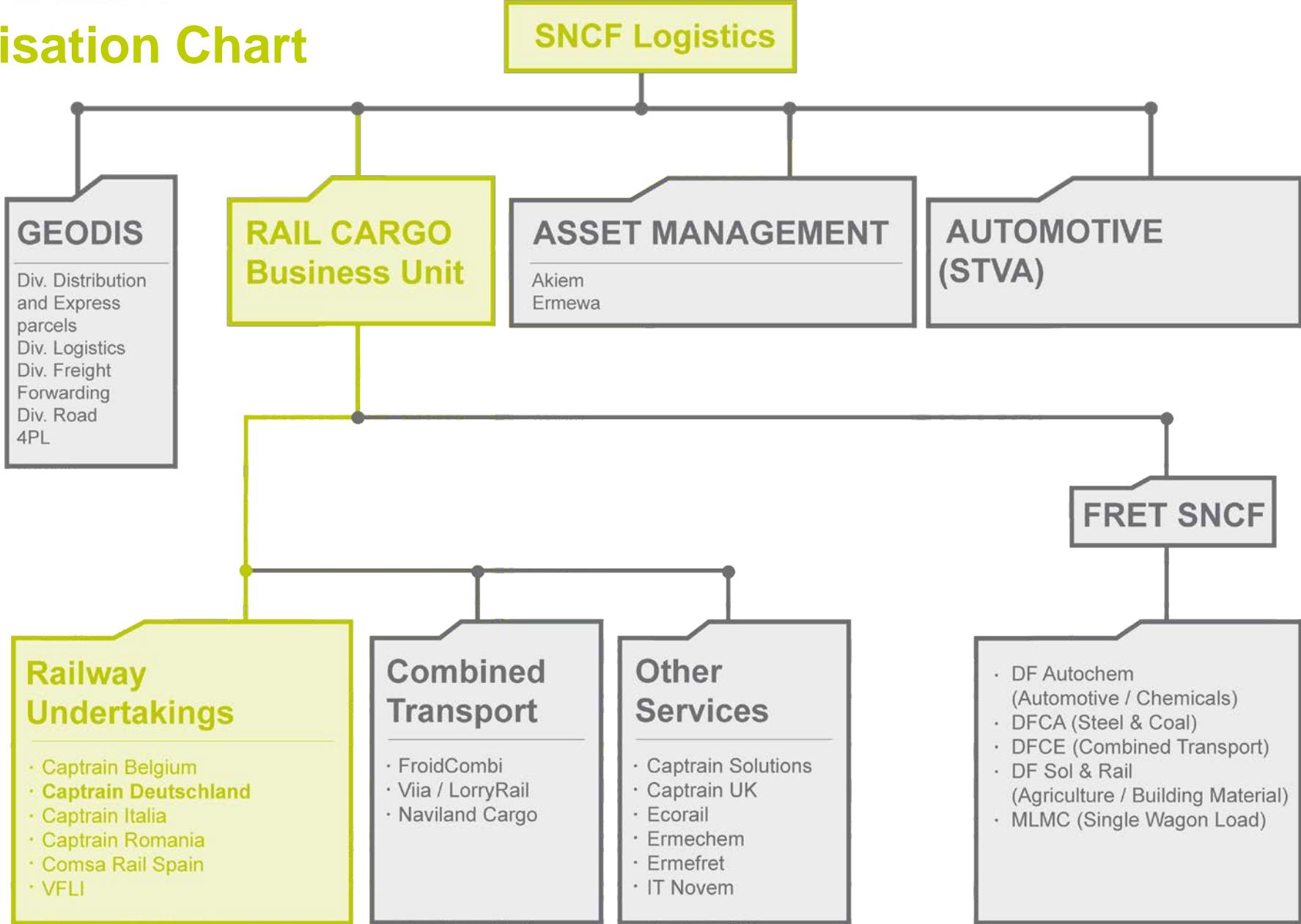
- Development and operation of trains stations, independently from transport divisions
- 3,000 French railway stations

0,3  
Bill. €

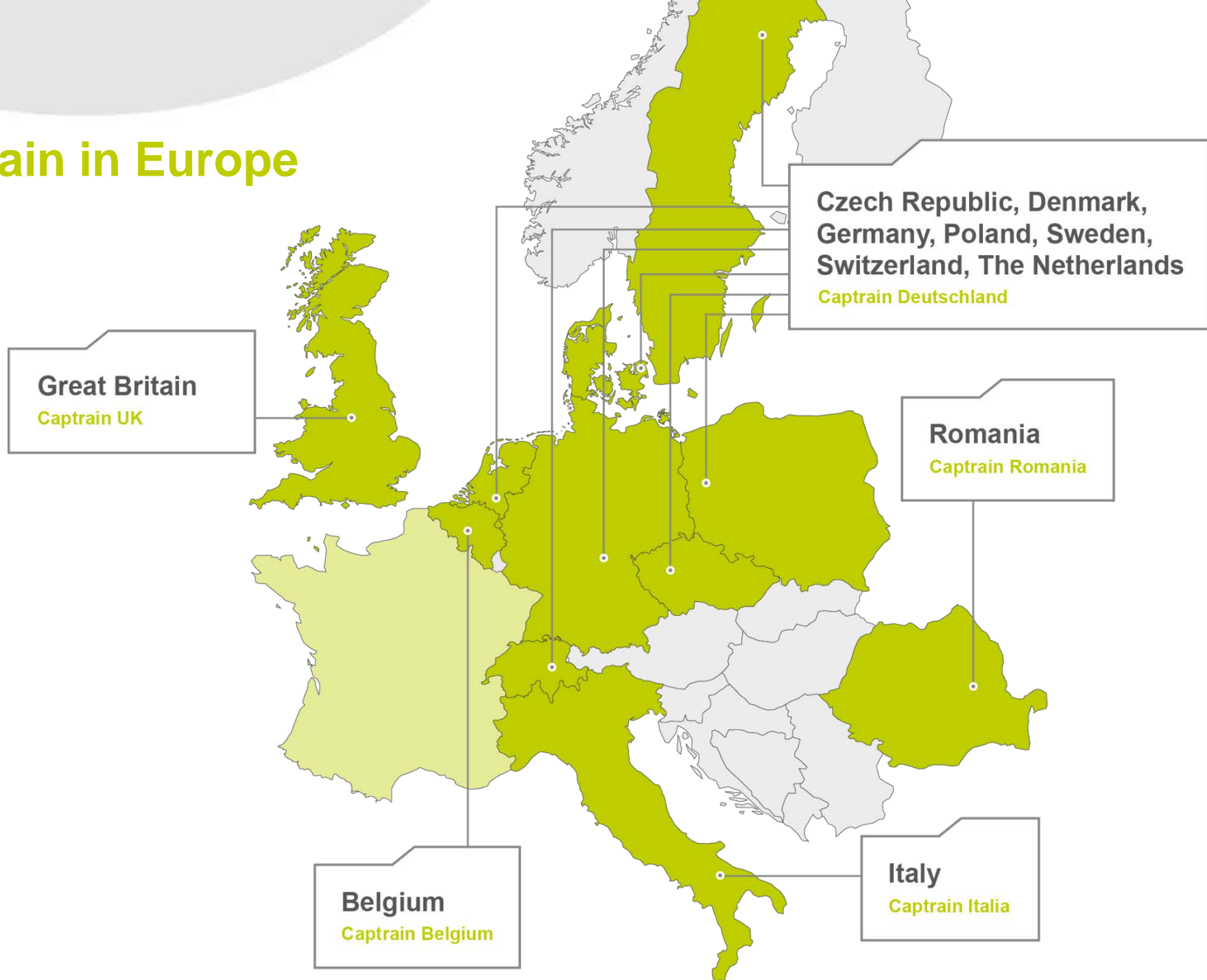


Status: 2014

# Organisation Chart



# Captrain in Europe

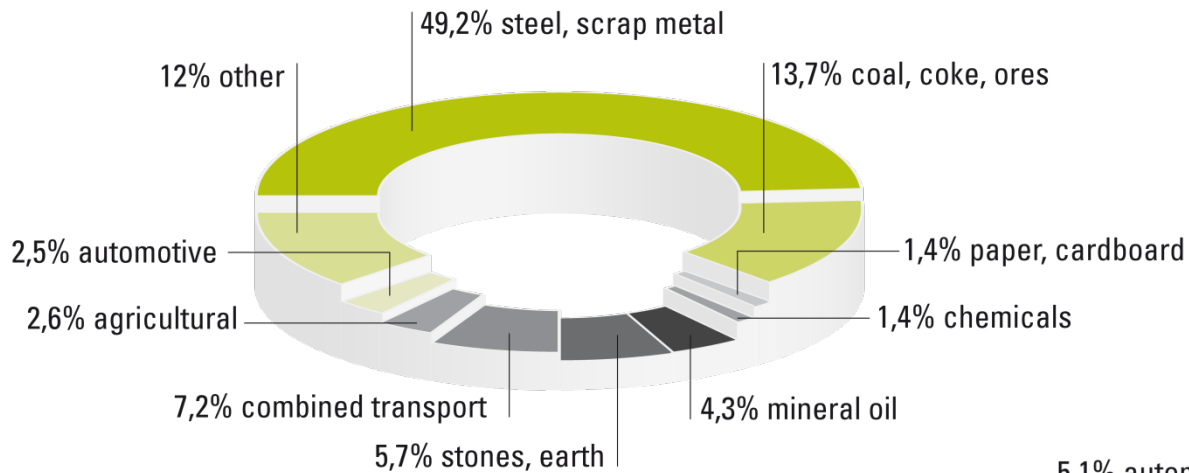


## Key Figures (2014/12/31)

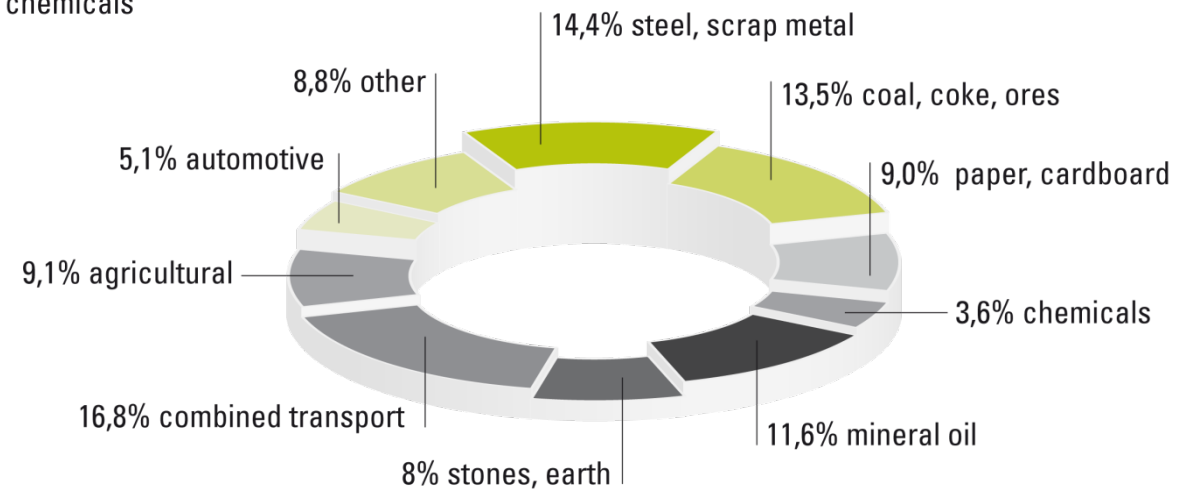
<b>Turnover (Mill. €)</b>	<b>264</b>
<b>Personnel</b>	<b>1.240</b>
<b>Transport volume (Mill. t)</b>	<b>51,0</b>
<b>Traffic performance (Bill. tkm)</b>	<b>6,6</b>
<b>Locomotives</b>	<b>157</b>
<b>Wagons</b>	<b>2.500</b>
<b>Railway workshops</b>	<b>7</b>
<b>Infrastructure (km )</b>	<b>454</b>

# Transport Volume and Traffic Performance 2014

Transport volume 2014: 51,0 million t



Traffic performance 2014: 6,6 billion tkm





# Freight train operating companies have generally 3 infra challenges in the Netherlands



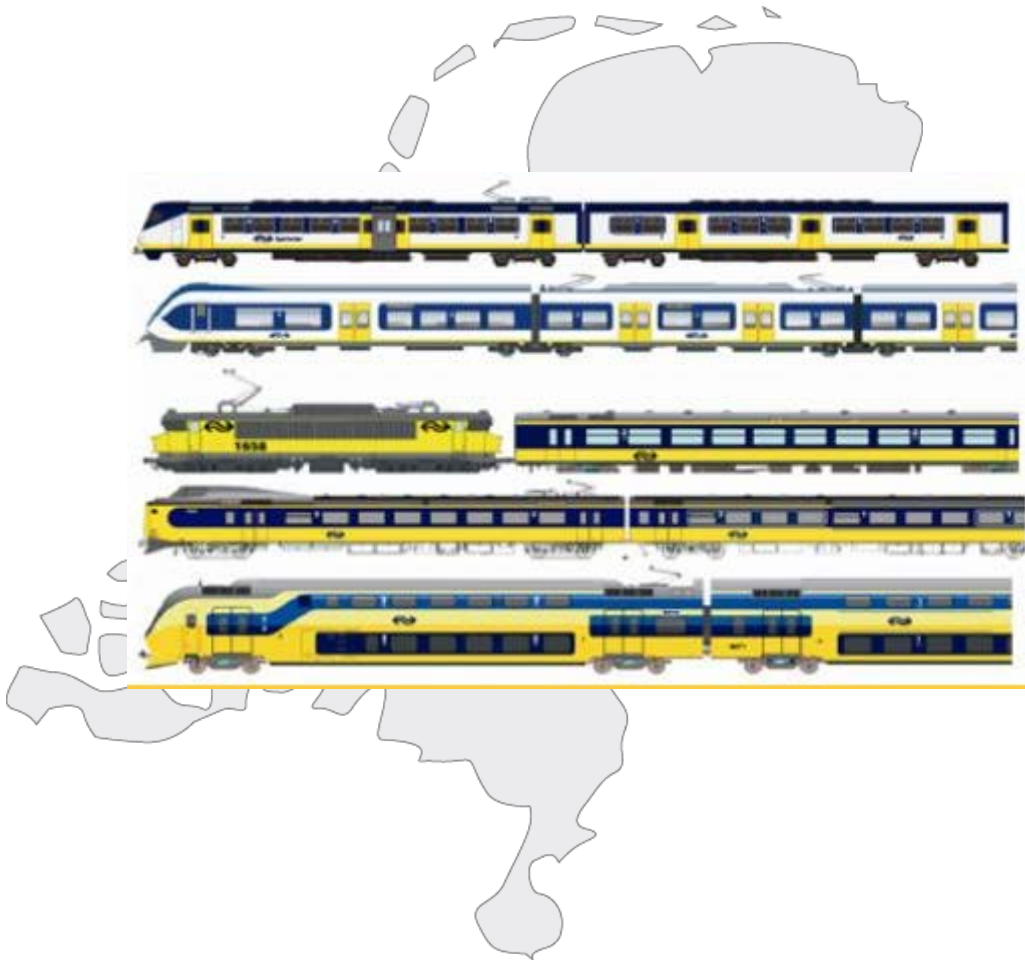
Passenger  
traffic focus

Capacity

Infra charges



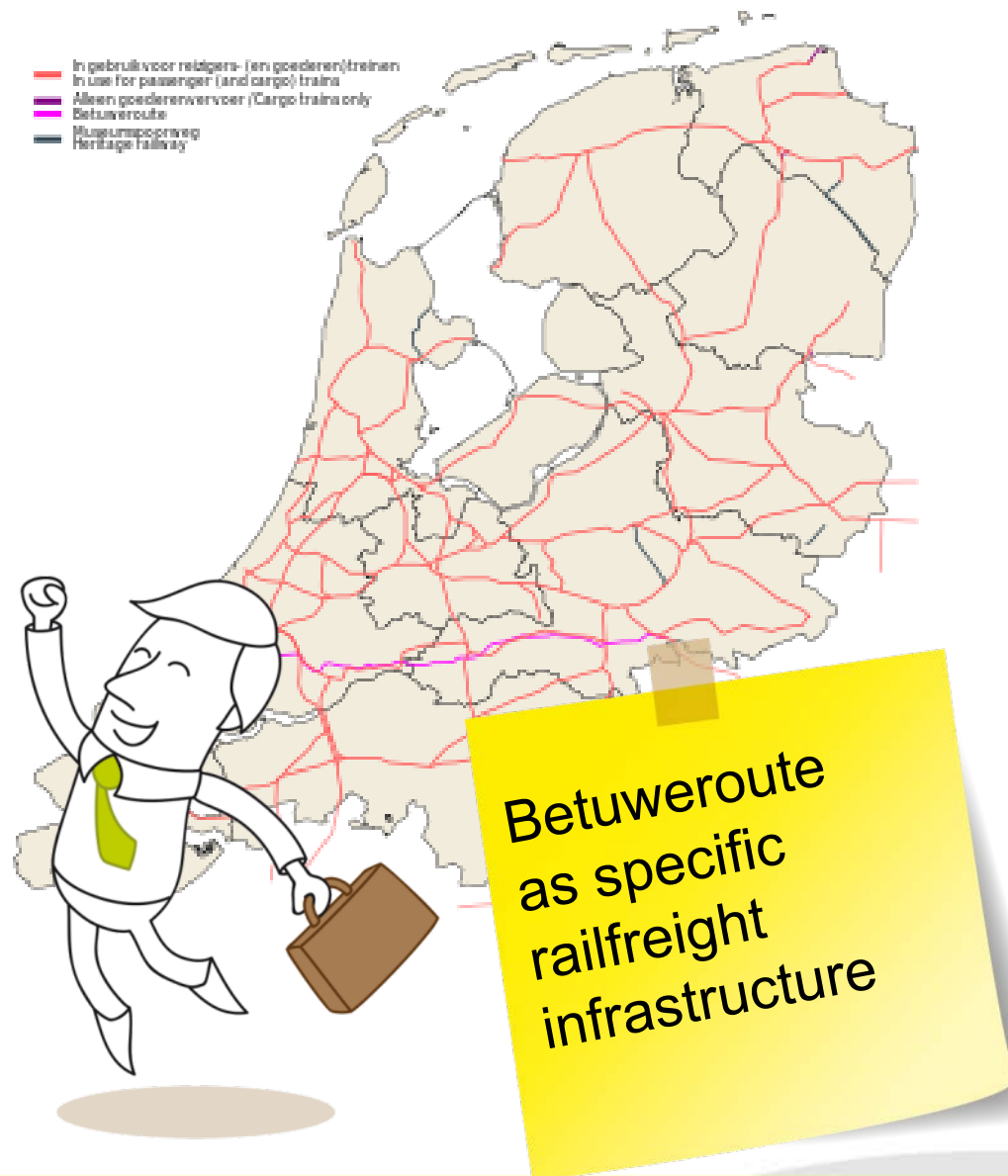
# 1.) Focus on passenger traffic



- The Netherlands is a comparatively small, but highly populated country
- Motorway system is already at its capacity limit
- Integrated passenger transport system in place
  - Train, Metro, Trams, Buses can be used with a single chip card („OV chip kaart“)
- Consequences:
  - Highly used passenger train system
  - Railway (passenger) is steadily on the political agenda
  - **Infra manager puts focus on passenger traffic**



## 2.) Capacity



Main network („Gemengde net“) is dimensioned and operated prior for passenger traffic



Night time is used for maintenance

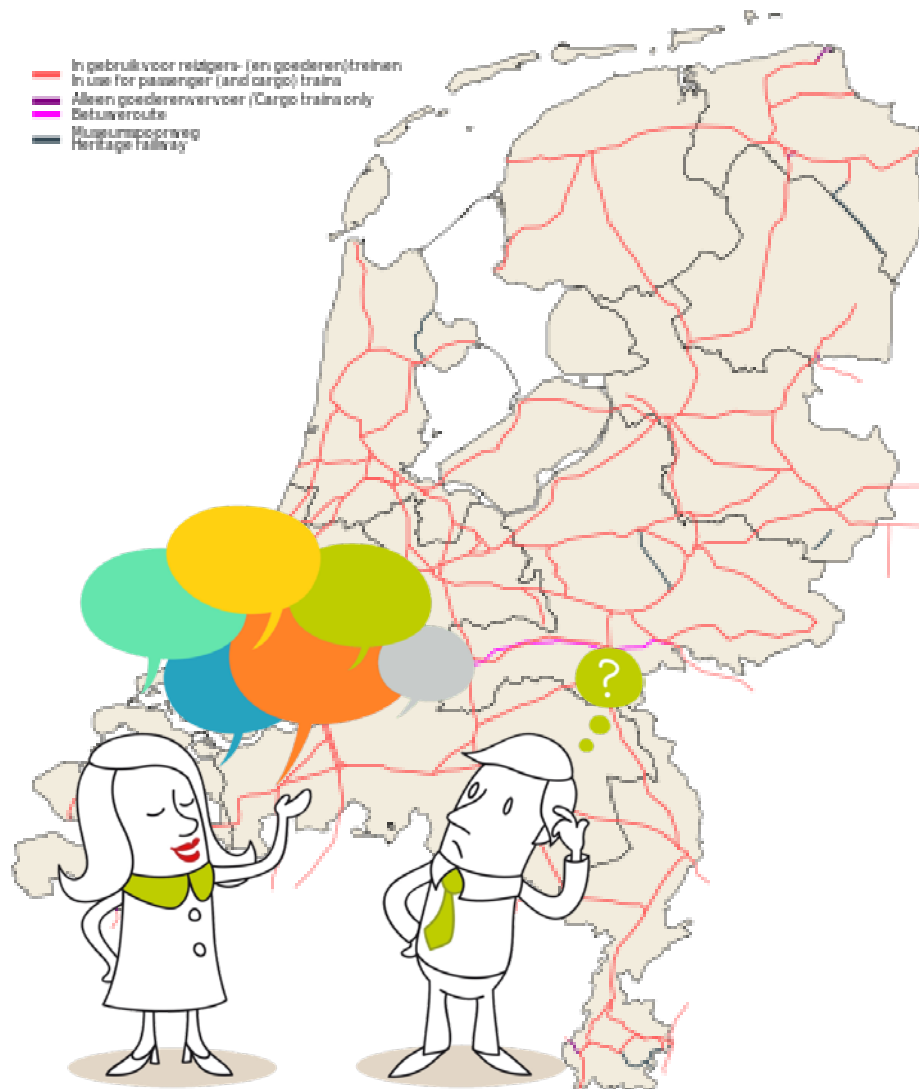


Maintenance in specific time windows and combined with total closures of line sections



Result: Capacity challenges for freight traffic

## 2.) Capacity



Connected infra in Germany not prepared for additional volumes routed via Betuweroute

Mayor project planned for 2015-2022



Alternative routings not really prepared for additional freight trains

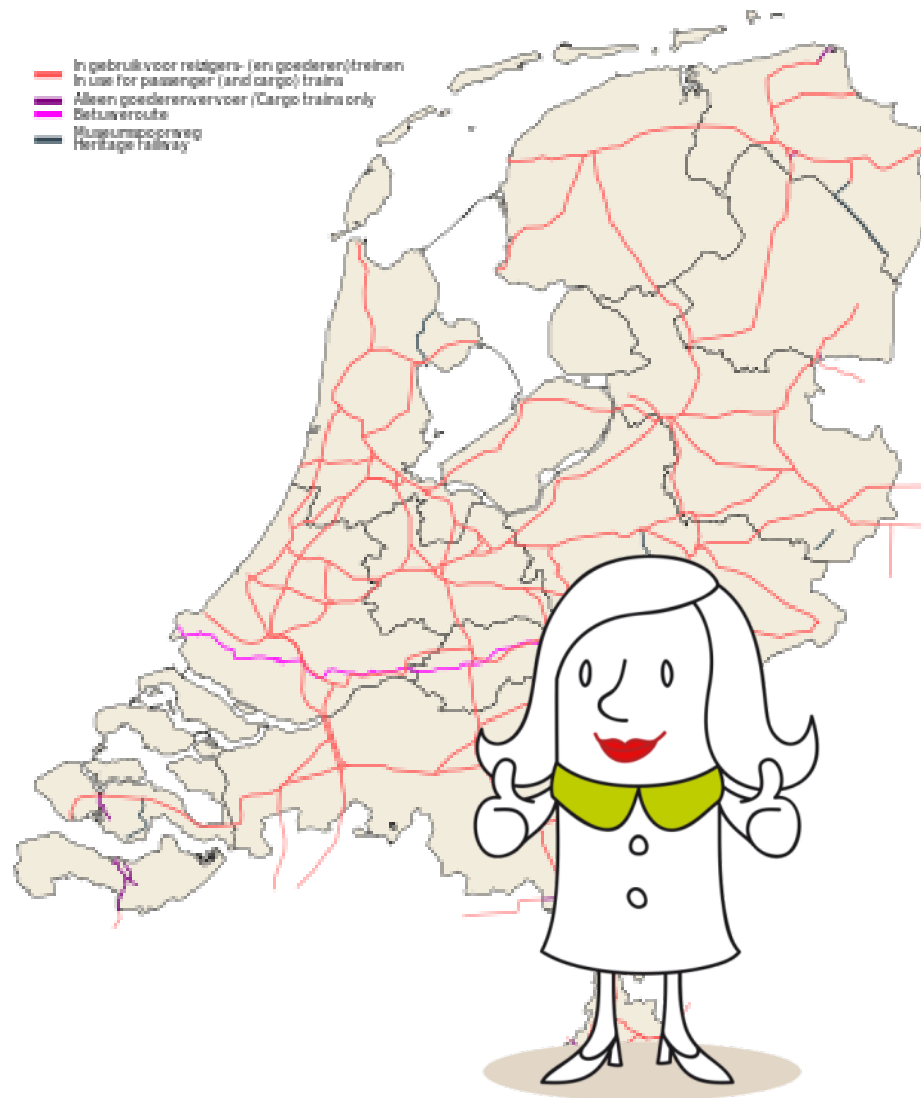
Additional political obstacles in NL (BASISNET, SWUNG....)

## 3.) Infra charges



- NL „standard“ process for years:
  - Infra charges for year X are published by Prorail early in year X-1
  - Example: 2016 price for 1.600-3.000 tons weight rises compared to 2015 by 50 % (2,43 € => 3,64 €)
  - Discussions/negotiations
  - => charges are „really“ finally defined right before timetable change
- Consequence for freight train operators:
  - No calculatory safety on a mayor cost position
  - With higher assumed charges early in the process we have a weak position against intermodal competitors (barges, trucks)

## 3.) Infra charges



- In spring a joint project began with Prorail to define infra charges according to EU 2012/34 and with a better planning safety for train operators
- In august ACM (regulatory body) ordered Prorail to
  - adopt path pricing (2016!) for lighter passenger trains
  - Change prices for all weight classes commonly
  - Consequence: 1.600-3.000 tons would rise by appr. 58 %
- Appeals committee decision is awaited october 7th

**Dank U wel voor jullie aandacht!**



### **Kontakt**

Captrain Netherlands B. V.  
Albert Plesmanweg 103 b-c  
3088 GC Rotterdam (Waalhaven)  
The Netherlands

Office +31 (0) 107 07 05 33  
Fax: +31 (0) 107 07 05 05  
info@captrain.nl www.captrain.nl