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

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

**SNCF Logistics**
Freight transport & logistics division
- Transport and logistics
- Global presence: 120 countries worldwide

**Gares & Connexions**
Station division (Stations & Connections)
- Development and operation of trains stations, independently from transport divisions
- 3,000 French railway stations

Status: 2014
Captrain in Europe

Czech Republic, Denmark, Germany, Poland, Sweden, Switzerland, The Netherlands
Captrain Deutschland

Great Britain
Captrain UK

Romania
Captrain Romania

Belgium
Captrain Belgium

Italy
Captrain Italia
<table>
<thead>
<tr>
<th>Key Figure</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turnover (Mill. €)</td>
<td>264</td>
</tr>
<tr>
<td>Personnel</td>
<td>1,240</td>
</tr>
<tr>
<td>Transport volume (Mill. t)</td>
<td>51,0</td>
</tr>
<tr>
<td>Traffic performance (Bill. tkm)</td>
<td>6,6</td>
</tr>
<tr>
<td>Locomotives</td>
<td>157</td>
</tr>
<tr>
<td>Wagons</td>
<td>2,500</td>
</tr>
<tr>
<td>Railway workshops</td>
<td>7</td>
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<tr>
<td>Infrastructure (km)</td>
<td>454</td>
</tr>
</tbody>
</table>
Transport Volume and Traffic Performance 2014

Transport volume 2014: 51,0 million t

- 49.2% steel, scrap metal
- 13.7% coal, coke, ores
- 12% other
- 2.5% automotive
- 2.6% agricultural
- 7.2% combined transport
- 5.7% stones, earth
- 4.3% mineral oil

Traffic performance 2014: 6,6 billion tkm

- 14.4% steel, scrap metal
- 13.5% coal, coke, ores
- 8.8% other
- 9.0% paper, cardboard
- 5.1% automotive
- 3.6% chemicals
- 8% stones, earth
- 16.8% combined transport
- 9.1% agricultural

Captrain Deutschland GmbH – Status April 2015
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.

Betuweroute as specific railfreight infrastructure.
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