



RFC RHINE DANUBE ADVISORY GROUP MEETING

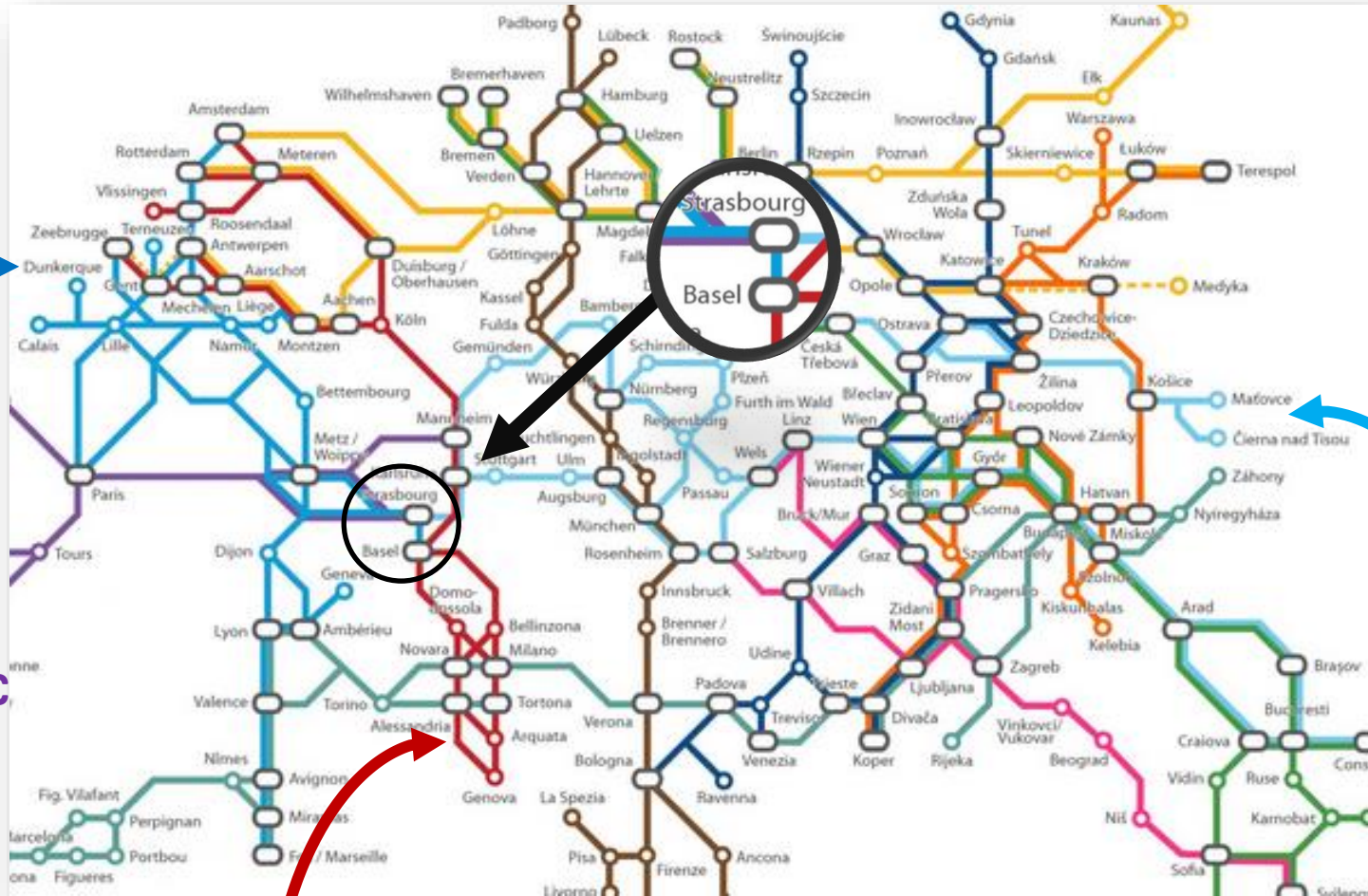
Nb 4 Strasbourg-Kehl border section issues

26/01/2022

CONTENTS

- 1) Description of the border section
- 2) 2 ports connected to the section
- 3) Cross-border and capacity issues
- 4) Discussion

THE UPPER RHINE – AT THE CROSSROAD OF 4 RFC-CORRIDORS



NS-MED

RHINE
DANUBE

ATLANTIC

RHINE ALPINE

FRANCE
STRASBOURG

GERMANY
KEHL

CONTAINER TERMINALS

CONTAINER TERMINAL

MAIN LINE - BORDER

SHUNTING YARD

ACCESS TRACK TO THE PORT

MAIN LINE - BORDER SECTION

THE BORDER SITUATION



BORDER SITUATION



FRANCE
STRASBOURG

PORT OF STRASBOURG

2 CONTAINER TERMINALS

PORT OF KEHL

STRASBOURG
NEUDORF
STATION

NORTH CONTAINER TERMINAL

PORT DU RHIN STATION

KEHL STATION

GERMANY
KEHL

MAIN LINE - BORDER SECTION

SOUTH CONTAINER TERMINAL



SNCF RAILWAY LINE

BORDER SECTION

STRASBOURG PORT RAILWAY LINE



DB RAILWAY LINE

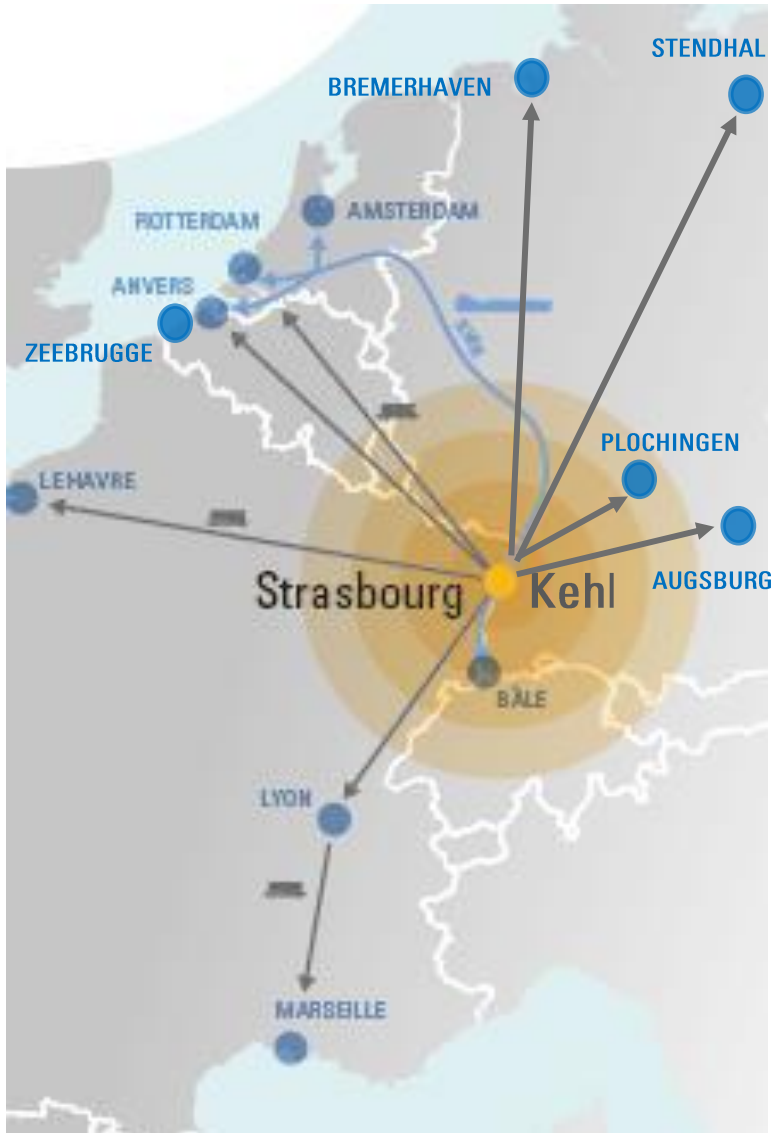
KEHL PORT RAILWAY LINE



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STRASBOURG – KEHL A HUB FOR MULTIMODAL TRANSPORT



4

CONTAINER TERMINALS



12 000 000
TONS / YEAR



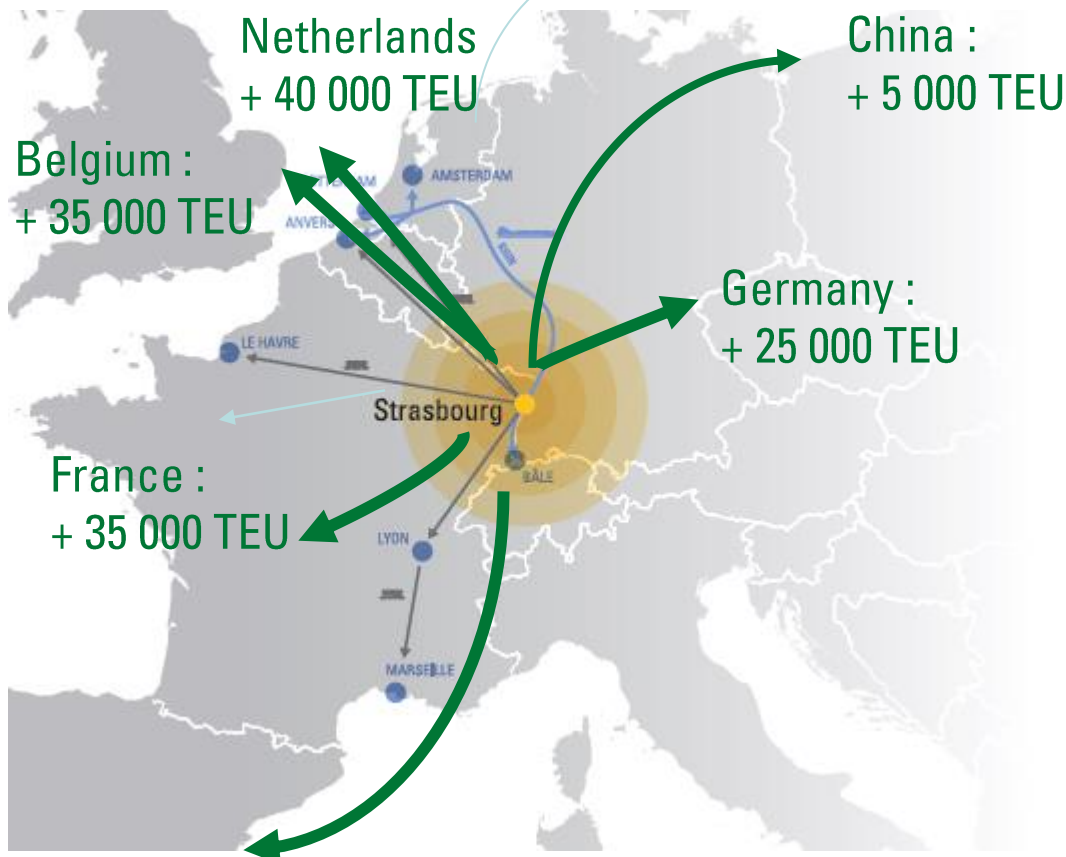
4 000 000
TONS / YEAR



20

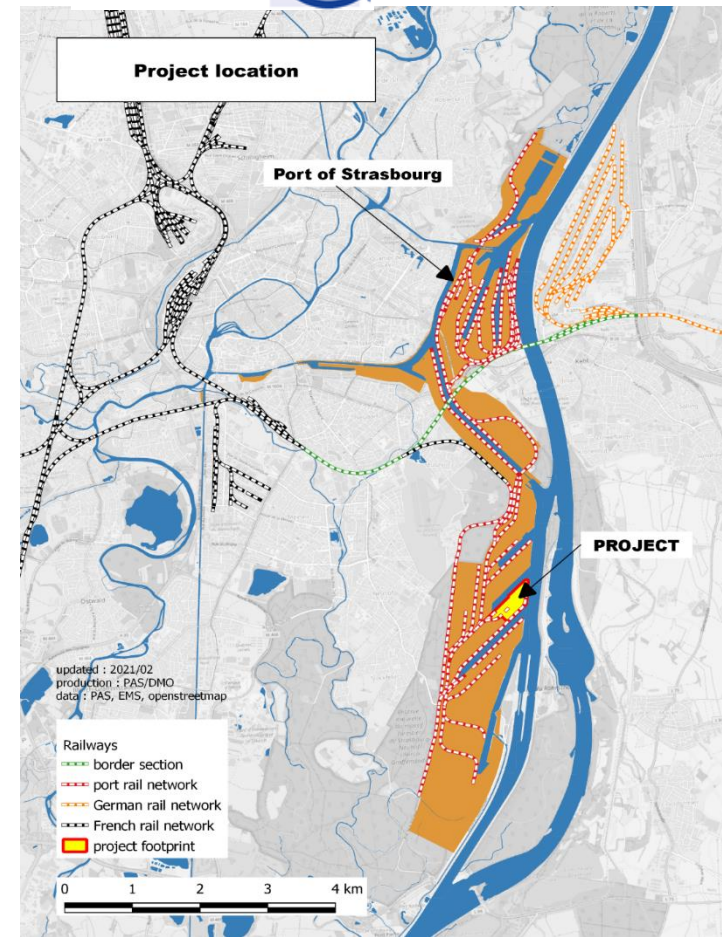
**CONTAINER SHUTTLES/
WEEK**

2020 STUDY FOR RAIL FREIGHT DEVELOPMENT IN STRASBOURG



Spain/ Portugal:
+ 20 000 TEU

=> Potential for doubling of rail freight volumes in 2030



- => Investment in the extension of railway capacity in the South Terminal**
- => CEF funded study ongoing**

RAIL FREIGHT DEVELOPMENT IN KEHL



Industry traffic development :

- Steel plant + 600 000 t / year (as from 2022)
- Paper plant + 300 000 t / year (2026)
- Biomasse energy plant + 170 000 t / year (2024)
- Biomasse for cellulose production + 200 000 t (2022-23)

=> Expected increase of rail freight volumes + 50 %

Combined traffic development :

- Additional Container shuttle train (2023)
- Modal shift projects of port companies in preparation

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CROSS-BORDER ISSUES

Requirements for cross-border connection:

- Interoperable locomotive
- Driver with 2 licences or pilot

Effects:

- Fragile cross-border-rail services
- Existing demand for eastbound rail traffic can not be exhausted
- Synergies between ports are not possible

Objectives:

- a shuttle train Strasbourg-Kehl with national locomotives only
- a shuttle train Strasbourg-Kehl with national drivers only



MAIN LINE - BORDER

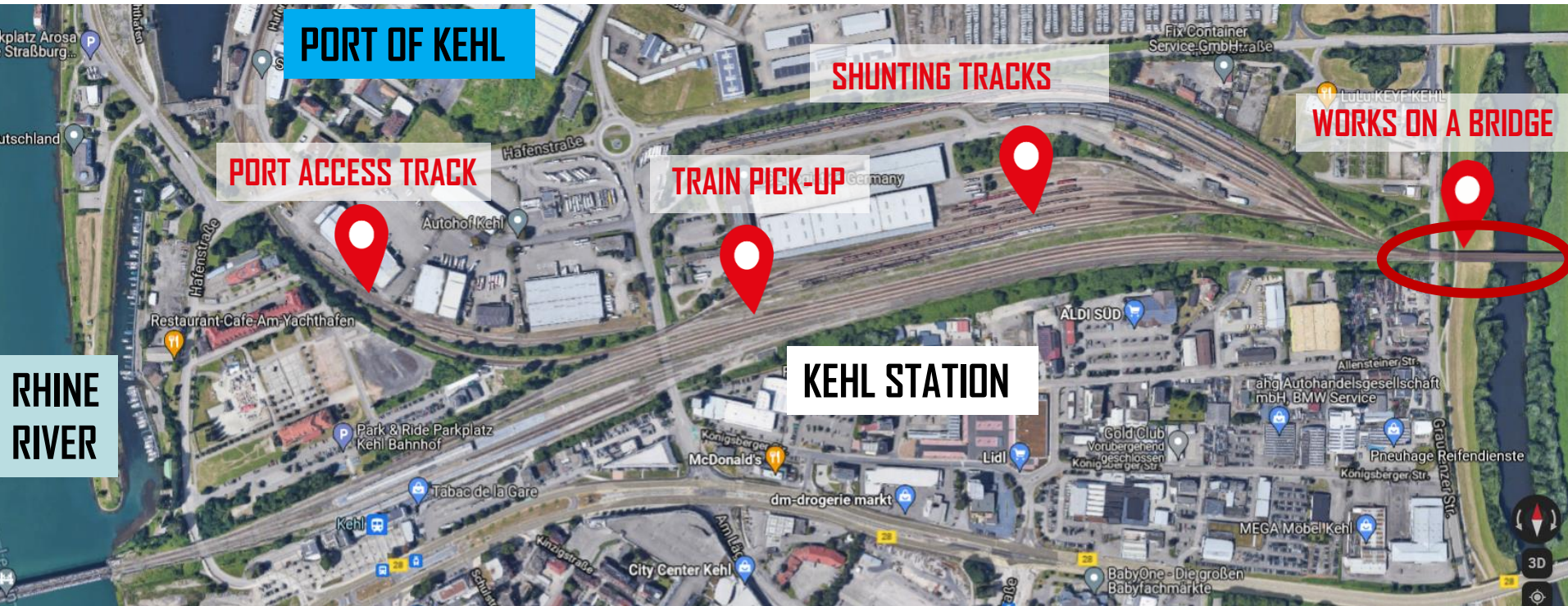
SHUNTING YARD

Costs for Kehl-Strasbourg
= 20 % of costs for
Rotterdam-Strasbourg
RU resources needed for
shuttle service =
resources for 3 roundtrips
Basel-Antwerp



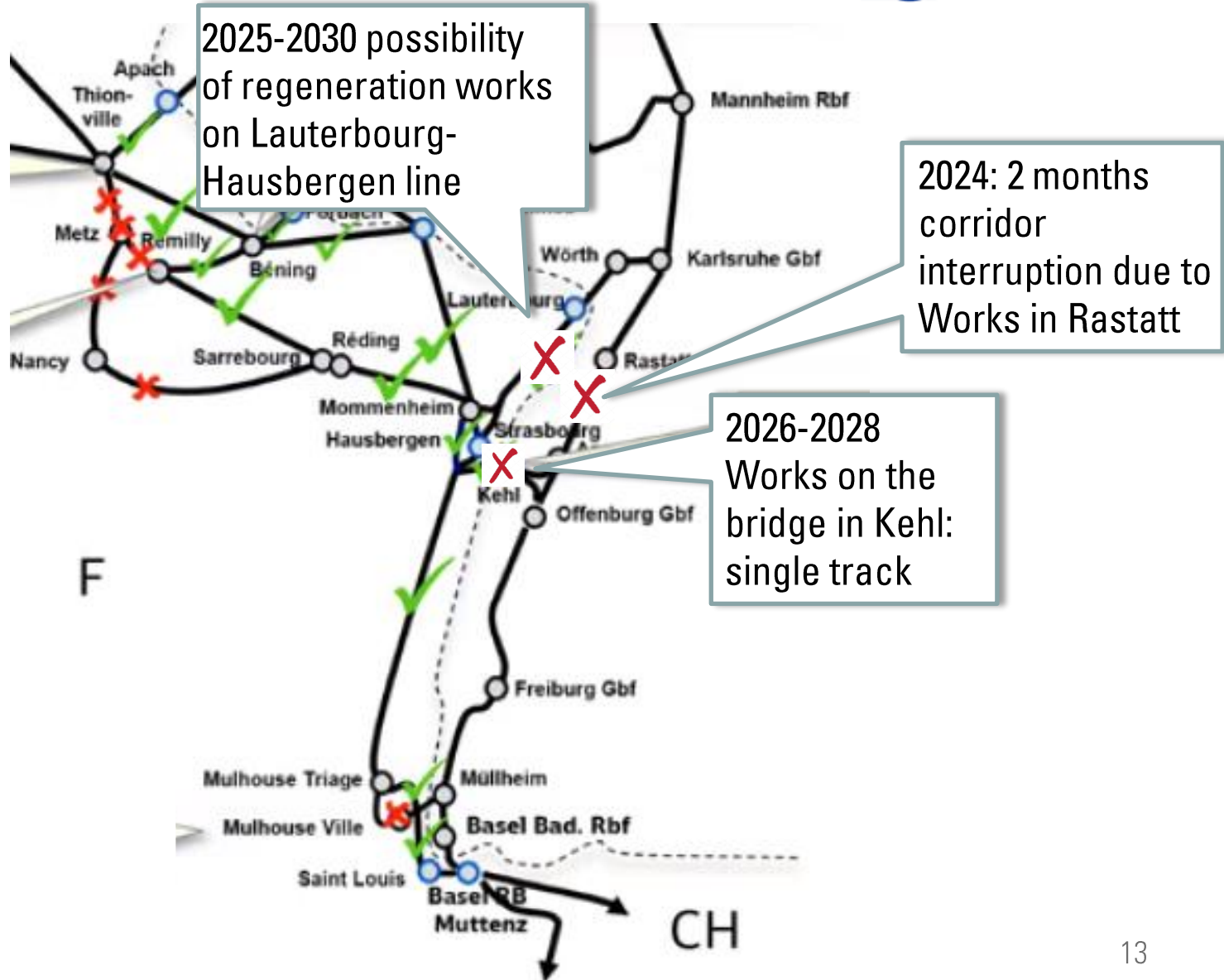
CAPACITY BOTTLENECK

- Local passenger traffic increase with Strasbourg Metropolitan Express project: from 48 to 68 trains / day in 2023 in Kehl
- Freight traffic increase in the port of Kehl and Strasbourg
- 2026-28 : Works on a bridge reducing the line to a single track





PLANNED WORKS IN THE UPPER RHINE



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