



**Barrières au Développement du
Fret Ferroviaire Transmanche
Séminaire CIG 9 Octobre 2014**

Eurotunnel Group: innovative transportation, responsible transport

Efforts de Développement

Eurotunnel efforts for cross-Channel Rail Freight

- **Introduction of Cross-Channel Open Access in 2007**
 - simplified toll per train with equality of access for all RUs
 - guaranteed open access to frontier essential services at efficient cost
 - price freeze on CT tolls from 2007 to 2013 (-16% vs. inflation)
- **Intervention at Frethun to ensure efficient Open Access**
 - EP offering ground OA services since Fret SNCF exit in 2007
 - ET intervention to remove RFF Security Surcharge in 2014
 - further efforts to develop SLAs for efficiency & Customer trust
- **ETICA incentive to boost development of new services**
 - launched 2013 to assist start up costs of new intermodal services
 - extended in 2014 to 5 new categories of traffic & open until 2018
 - reinforced with 25% reduction in night-time tolls & 5 year freeze
 - ET objective to double rail freight to 5000 trains/year by 2018
- **Traffic growth objectives require removal of non-tariff barriers**
 - ET efforts are delivering double-digit growth in CT Rail Freight
 - Eurotunnel keen to participate in discussions with stakeholders to resolve barriers to development

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Identification of top 10 BaD

- **Top 10 Barriers against Development of CC RF:**
 1. Restricted UK loading gauge (Kent CT Route)
 2. Technical differences/restrictions (other Member States)
 3. Non-standard electrification on Kent CT Route (loco)
 4. Cost & disruption of security inspections at UK frontier
 5. Scarcity of UK paths to Midlands & Northwest (WCML)

 6. UK domestic network focus on deep sea vs. EU freight
 7. Reliability issues from strikes & path cancellations (FR)
 8. Negative media coverage on perceived difficulty/cost
 9. Non-authorisation in France of specialist loco (C92)
 10. Unavailability of UK specialist wagons (automotive, ...)

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BaD.1 - Restricted UK loading gauge

- **Kent Channel Tunnel Route**
 - essential for access to WCML for Midlands & Northwest
 - used for >90% of CT markets & traffic
 - offers capacity for over 70 trains/day (>35paths/day each way)
 - remains limited to smaller UK gauge (W9) vs. CT (>UIC-C)
 - requires low platform wagons and/or smaller boxes
- **Impact 1: reduced number of containers**
 - loading inefficiency of low platforms wastes **20%** of capacity
 - loss of revenue = **-2500€/train** (UKFR) to **-5000€/train** (UKIT)
 - over 20 years of Fixed Link = **200M€** of lost revenue for RUs
- **Impact 2: reduced size of container/swap body/trailer**
 - **W9 only allows** S32 swap body on 945mm deck, S44 on 825mm
 - standard S45 **not allowed** except by special individual authorisation
 - standard piggyback P400 **market closed** for Channel Tunnel
 - high cube boxes **only allowed** to East-London via HS1
- **Impact 3: increased cost of wagons**
 - leasing cost of Megafret wagon **>40%** higher than standard wagon
 - increased cost = **+500€/train** to **+1000€/train** for RUs

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BaD.2 – Other technical differences/restrictions

- **Train length restrictions**
 - EU standard = 750m
 - Fixed Link = 750m
 - Germany = 600m (=> loss of 25% extra)
 - Italy = 550m (=> loss of 36% extra)
 - Spain = 400m (86%, but longer on certain lines, or coupled at border)
- **Impact: shorter trains = reduced number of containers**
 - depending on length limits, capacity loss ranging from 20% to 40%
 - loss of revenue for -20% capacity = -2500€/train to -5000€/train
- **Maximum tonnage restrictions**
 - limits on Alpine crossings depend on gradient & number of locomotives
 - limits on other networks depending of nb. locomotives & performance

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BaD.3 - Non-standard electrification of Kent CTR

- **Kent Channel Tunnel Route 750V DC electrification**
 - Fixed Link & HS1 electrified at 25kV AC 50Hz OHC standard
 - main electrification in South-East UK network is 750V DC 3rd rail
 - requires specially adapted locomotive for very unique system
 - only Class 92 specially designed for this supply (& other standards)
 - standard TSI locomotives authorised in Fixed Link since 2012
 - only Kent CT route electrification prevents use of standard TSI locos
- **Impact 1: additional cost of locomotive**
 - additional purchase/leasing cost **+25%** for 750V DC capability
 - additional cost for original Class 92 fleet = **+23M€** (=46 x 500k€)
 - additional leasing cost = **+300€/train** to **+600€/train** (1xC92/2xC92)
- **Impact 2: additional cost of operations cross-border**
 - short routes from UK to Northern France (Lille) require traction change
 - highly inefficient use of 2 traction units & loss of time at border
 - additional operating cost = **+1200€/train** or **>+50€/box**
- **Impact 3: other impacts on market**
 - specialised fleet now 20 years old into 30 year life

=> risk of obsolescence & non-renewal => **all diesel through Kent 2024?**
- 6 **▪ lack of standard locos is a deterrent to CT traction market entry**

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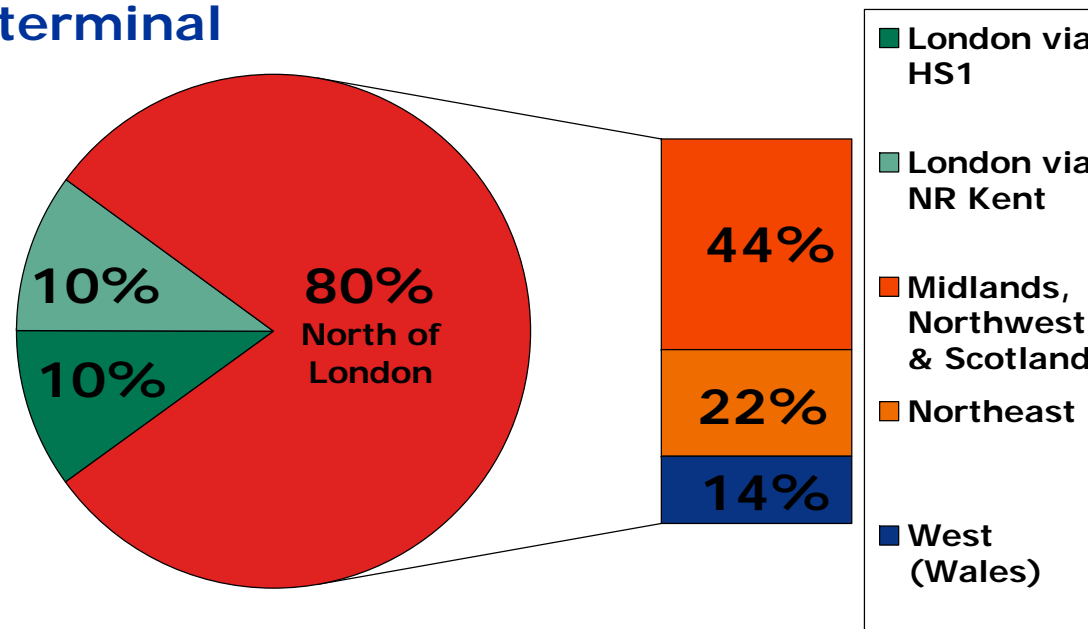
BaD.4 - Cost & disruption of UK frontier security

- **Frethun security surcharges & frontier costs**
 - RFF compulsory security surcharge of **600€/train** introduced in 2012
 - ET intervention in 2014 allowed **removal of 600€/train** RFF surcharge
 - SNCF catenary earthing surcharge of **1000€/train** top-loaded wagons
 - **no assistance from authorities** for Frethun **Frontier** costs on ET & RUs
 - extreme **pressure on resources** at **Frontier** from clandestine crisis
- **Frethun yard disruption**
 - **zero closure for RU industrial action** since EP arrival in Nov-2007
 - RFF subcontractor strike = **1 week closure** of frontier yard (Feb-2014)
 - RFF catenary reconfigurations = **multiple night closures** of frontier
 - need to develop SLAs for security interventions by Douanes
- **Costs & disruption from avoidable Dollands Moor stops**
 - DM stop superfluous for non-stopping trains from secure terminals
 - requirements can be satisfied through ad-hoc stops
 - Terminal vetting process (“directions”) should be fast & efficient

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BaD.5 - Paths to Midlands & Northwest (WCML)

- **Midlands & Northwest are main markets for CT intermodal**
 - Daventry, Hams Hall...
 - Trafford Park, Widnes...
 - ...Mossend Euroterminal



- **Need for development of through paths via WCML through Kent CT Route to the Fixed Link**
 - small available reserve to accelerate development timeframe