ScanMed RFC
STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO

Longer & Heavier Trains study

Results 1st and 2nd Phase

Co-financed by the Connecting Europe Facility of the European Union

Objective and Scope of the Study

ScanMed RFC
STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO

Defined in the Terms of References (ToR) of the Study

Objective

With the present study, ScanMed RFC aims at assessing the business case for promoting further infrastructure investments and/or other corrective measures allowing increase the maximum train length and/or weight allowed along the ScanMed stretches

Scope

Phase 1

- Description of current infrastructure features
- List of planned infrastructure investments

Phase 2

- Estimation of how many longer/heavier trains (and how much longer/heavier) can run when the planned investments are completed

Phase 3

- Quantitative assessment of the current and potential market demand
- Comparison between such market demand and current and future offer

Management Summary Results 1st and 2nd Phase

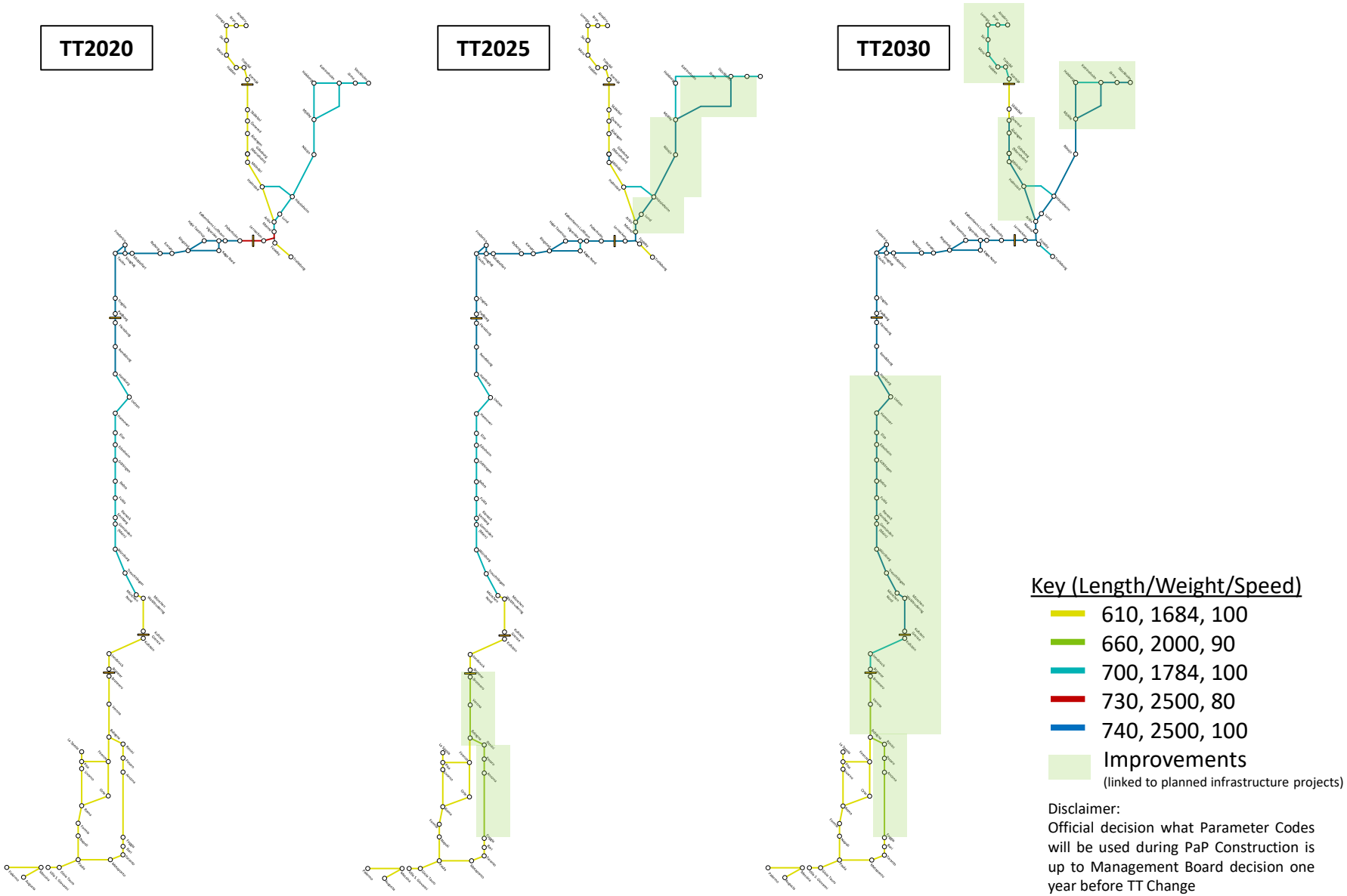
ScanMed RFC
STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO

- Stepwise improvement of the infrastructure as regards train length. For the time being (TT2020), only the Danish part of ScanMed RFC's network and some of the Norwegian, Swedish and Austrian parts are compatible with the TEN-T requirement of 740 meters
- Freight trains up to 740 meters should be able to run on most parts of the Corridor by 2030
- As regards axle load, the results of Phase 1 show that most parts of the Corridor already correspond to the TEN-T requirement ≥ 22.5 t/axle and that the requirement will be achieved by 2030
- From the results of the second phase it can be concluded that the minimum parameter code of PaP trains with 610m, 1684t and an average speed of 100km/h is feasible and can be used in all examined and predicted TT years during the PaP construction
- There a significant parameter code improvements predicted for PaP freight trains on Swedish and Italian stretches for TT2025, and in addition for Norwegian, German, Austrian and further Swedish and Italian stretches for TT2030[1]
- Infrastructure improvements will impact the predicted PaP quantity on several Origin and Destination relations. The PaP quantity will increase from 16 to 40 PaPs between Hallsberg/Katrineholm-Malmö and from 24 to 32 PaPs between Malmö-Maschen in 2030[2]

[1] Official decision what Parameter Codes will be used during PaP Construction is up to Management Board decision one year before TT Change
[2] Official decision on PaP Quantity is up to Management Board decision one year before TT Change

Prediction if PaP Parameter Code is available in PaP Construction

ScanMed RFC
STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO



Disclaimer:
Official decision what Parameter Codes will be used during PaP Construction is up to Management Board decision one year before TT Change

Prediction of PaP quantity on defined O/D

ScanMed RFC
STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO

Disclaimer:
Official decision on PaP Quantity is up to Management Board decision one year before TT Change

Disclaimer

- *Disclaimer: ScanMed RFC, nor any person acting on its behalf, may be held responsible for the use to which information contained in this publication may be put, nor for any errors which may appear despite careful preparation and checking. Reproduction is authorized, provided the source is acknowledged.*