



CFL cargo

ECOlogistics for our future

ETCS in an International Rail Freight Context







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Valenciennes
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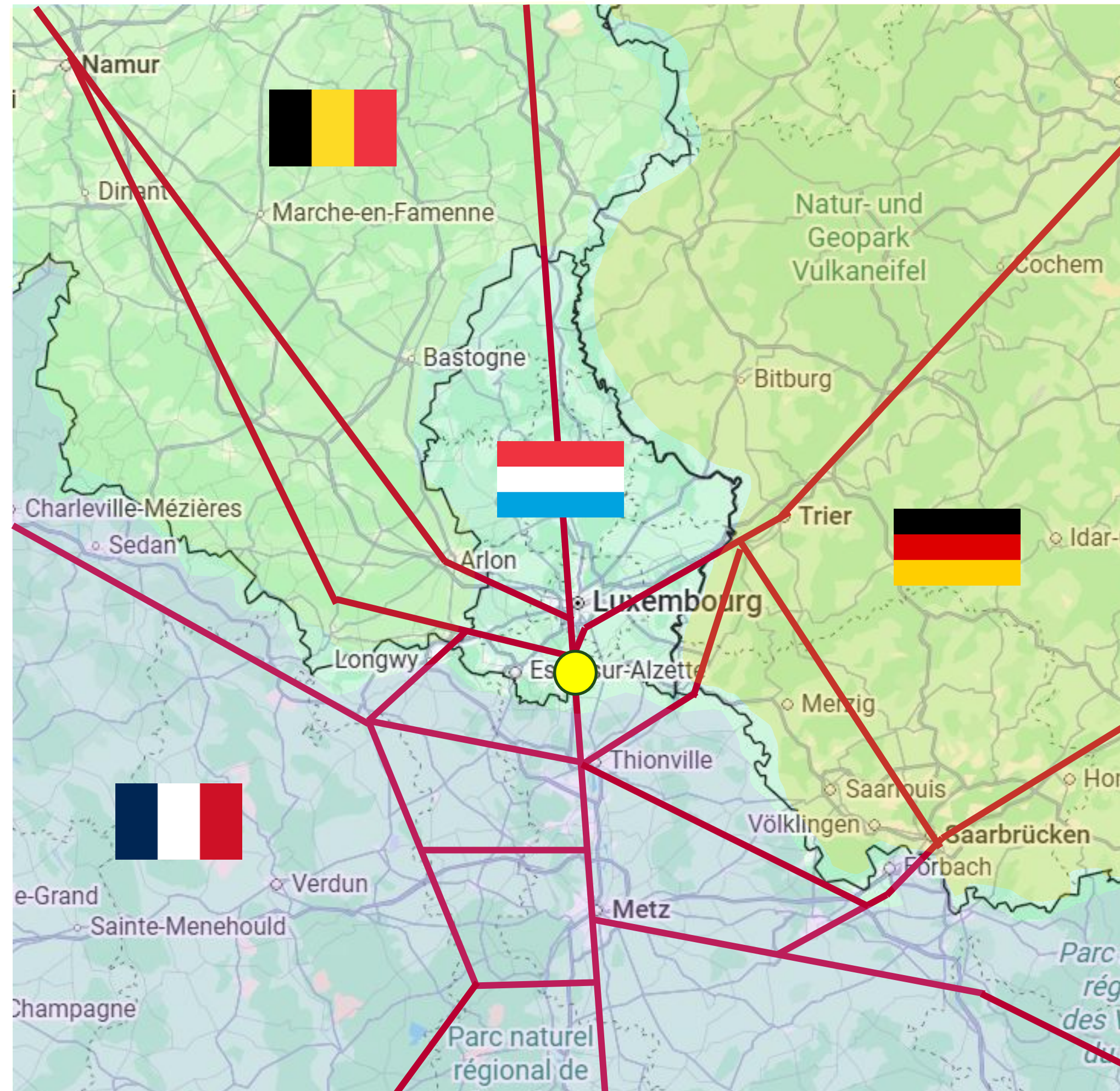
LIKE THE OWL,
WE MOVE SILENTLY BY DAY,
WE WORK SECRETLY BY NIGHT.
FOR OUR FUTURE.
FOR YOU.

Introduction and Context







CFL cargo – Our cross-border environment

2010s

-  PZB/LZB
15kV AC
-  MEMOR2+
25kV AC / 3kV DC
- 
-  MEMOR / TBL1+
3kV DC / 25kV AC
-   KVB
25kV AC / 1.5kV DC



Now

-  PZB/LZB
15kV AC
-  ETCS
25kV AC
- 
-  ETCS
3kV DC / 25kV AC
-   KVB / (ETCS)
25kV AC / 1.5kV DC

ETCS : The Challenges

Affronting the Challenge



Affronting the Challenge

- Difficulties to retrofit ETCS onto small fleets
- High costs for first in class
- Extra operational costs – that the market can not absorb

Understanding the Complexity



Understanding the Complexity

- Vehicle \leftrightarrow Infrastructure interface extremely complex
- Difficulty to interpret interface issues due to high number of variables involved - need to improve usability of data stored in JRUs in order to understand events
- Lengthy reapproval processes to implement small corrections

Future Simplification and Cost-Efficiency



Future Simplification and Cost-Efficiency

- Simplification of vehicle authorization required - both for the upgrade and retrofit of existing vehicles and for new built vehicles
- Need for cost-efficient deployment of ETCS and FRMCS based on backward and forward compatibility of specifications
- Work towards alignment of operational practices across the sector

Conclusions & Recommendations



- We share the vision of a Single European Rail Area and ERTMS a pre-requisite for improved rail competitiveness

But...

- ETCS is a **difficult investment case for rail freight operators**, especially for retrofits and interoperable locomotives
- Vehicle – Infrastructure interface is complex and **needs better tools to understand** individual events
- Rail freight needs to remain competitive – **costs need to be controlled**, and future policy needs to ensure that **past investments are protected**



Thank you for your attention.

Contact

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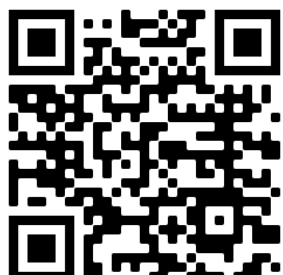
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