

**French Institute  
of Science and Technology  
for Transport, Development  
and Networks**

**Woippy – Mannheim :  
Construction/Deconstruction  
of a Border Connexion**

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**IFSTTAR**

**BRIT XIV - The Border: a source for Innovation  
Arras, Lille, Mons, November 4 – 7. 2014**

# Main argument of the contribution :

## Turnaround in Rail Freight Organization in the Cross Border Traffic between France and Germany (2000 – 2014)

- Possible Market in the European Single Market (1993)
- Alievate Inheritance of negative Border Effects in Rail Exchanges between two major European countries

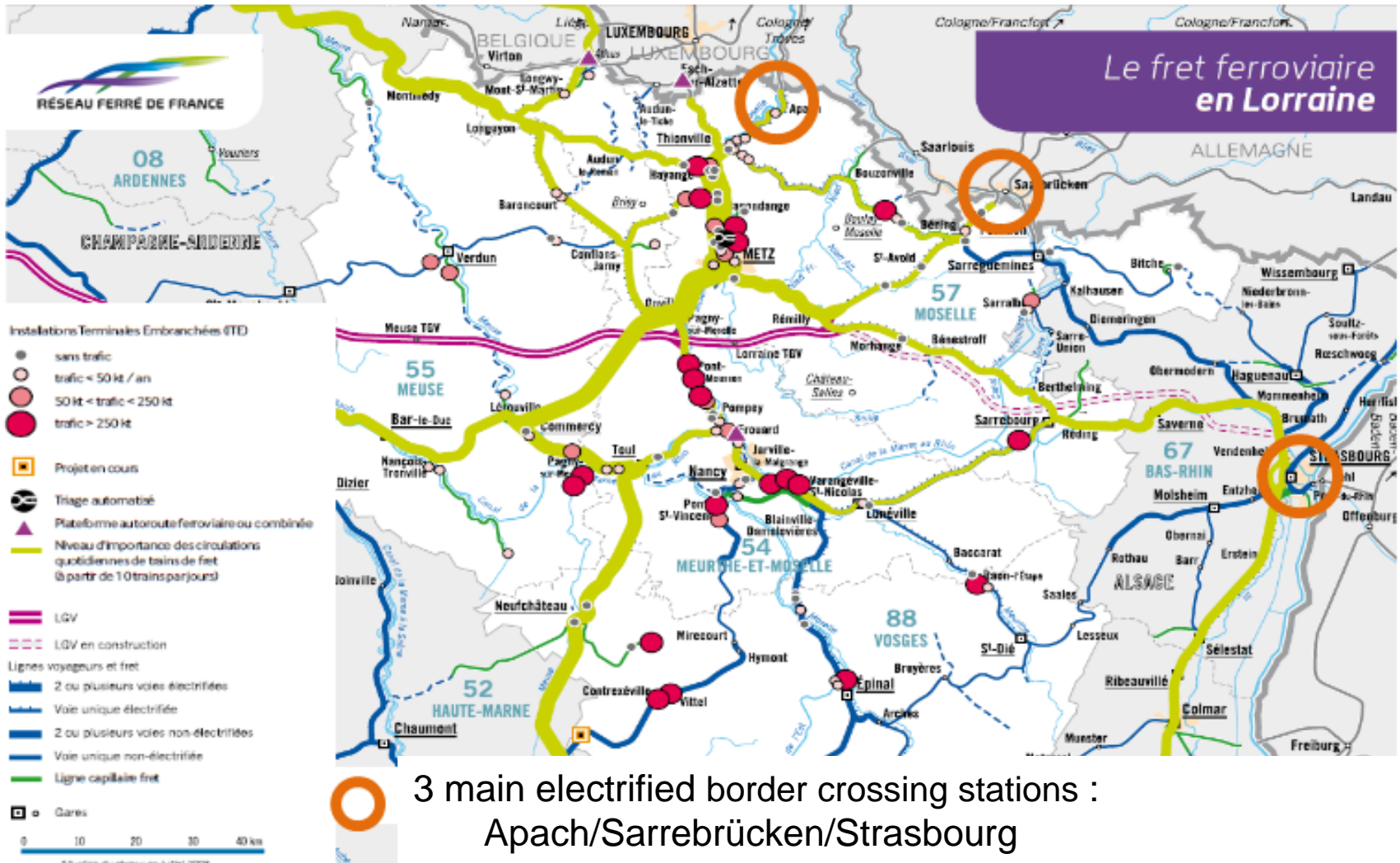
Modal Split (2010)	In %
France (Domestic)	13,5
Germany (Domestic)	22,2
France-German (Crossborder)	3,5

Source : Eurostat

- How to improve the situation ?
- 2001 : a Mission is entrusted by DB and SNCF to Helmut Draxler former chief of the Board by ÖBB.



# Rail network at the French-German common Borders



# Major border Discontinuities to be overcome

- **Technical Disruption** (Tension, Delay, Timetable Incompatibilities)
- **Organisational Disruption** (Certificate for rolling stock and Driving Licence)
- **Commercial Disruption** (Language barrier)

## Cost increase and less Reliability

- Break of load / or Break of rail traction
- Use of a more expansive interoperable Rolling material

**2005 : Launch of a binational subsidiary  
RailEuroConcept as a common production unit**



# The principle of interconnected Hubs



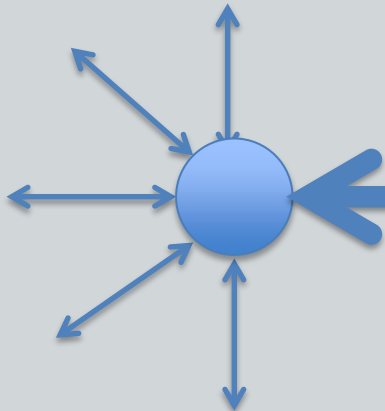
Marshalling Yard **Woippy**



Marshalling Yard **Mannheim**



France



**Multivoltage + bi-national staff**  
**Regular train shuttle**



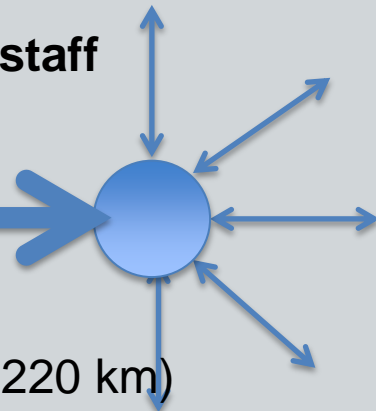
Daly in and out Scheme (220 km)

**DB** : Class BR 185/189(20 units )

**SNCF** : BB 437 000 (20 units)

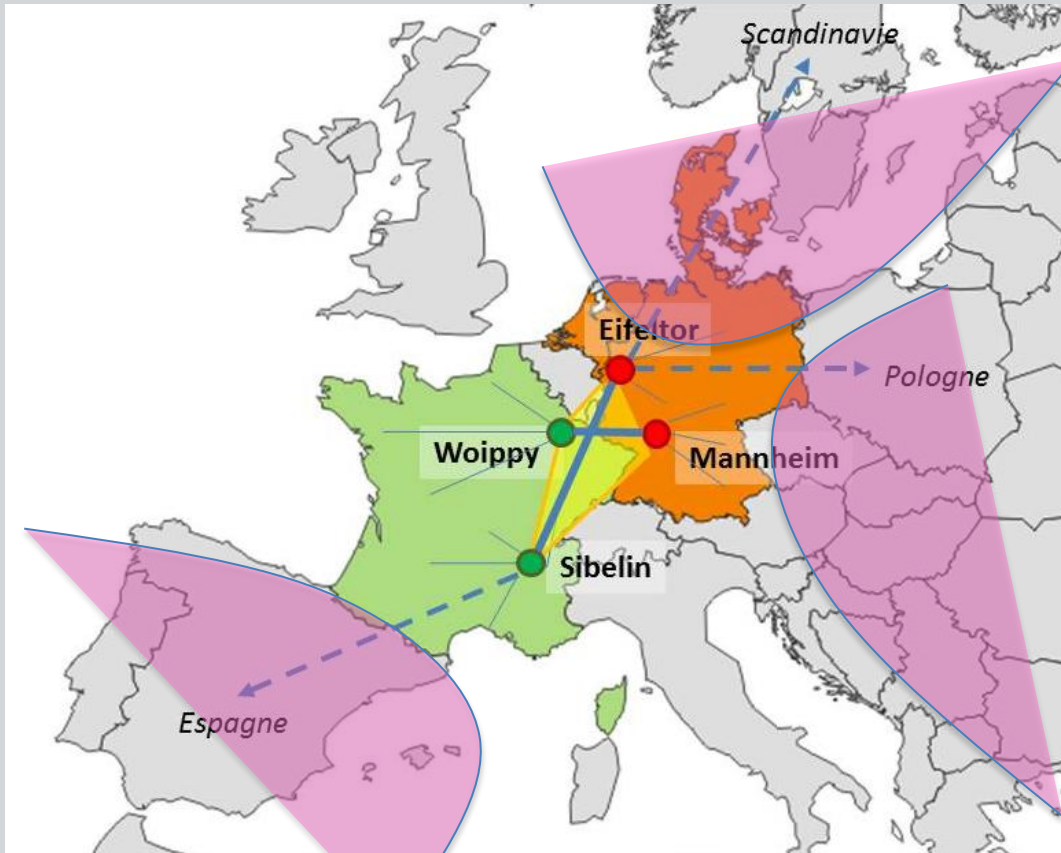


Germany





# The principle of a rail shuttle system between the 4 major rail hubs



Zone of tighter cooperation

Domestic Services

Possible extension

- 70 % of the traffic
- 40 trains
- Cross Border procedures
- Expansion projects
- Further integration by CHARM (Common Harmonized Railway Model)
- But  
Cologne/Lyons less efficient

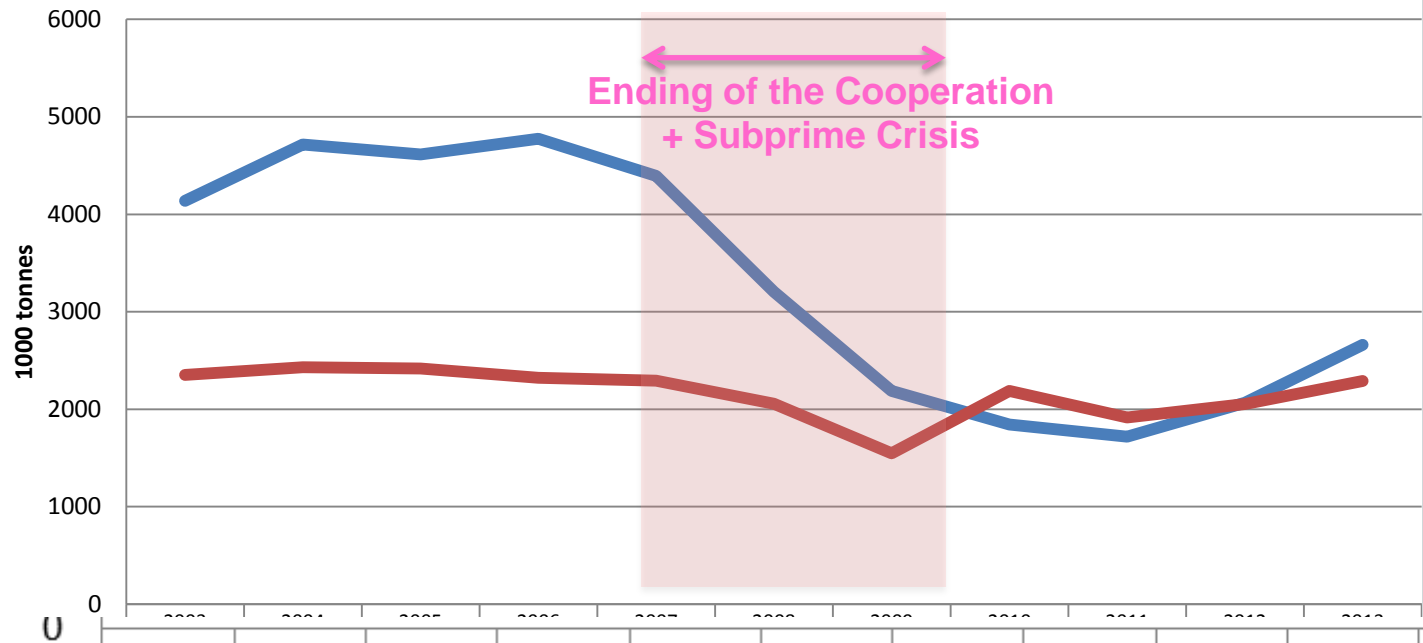


# The Cause of a rapid Collapse in the Cooperation DB- Fret SNCF

- 2006 : Purchase Offer for EWS by DB-Schenker and its French Subsidiary EuroCargoRail ;
- 2007 : Vesting Condition set by the European Commission to maintain competition at a French national level ;
- 2007 : Suspension the Projet CHARM Project ;
- 2009 : Takeover by Fret SNCF of ITL (Dormund) and Veolia-Cargo International ;
- 2010 : Voluntary Liquidation of RailEuroConcept



# Cross border Rail Traffic volume France-Germany (2003 – 2013)

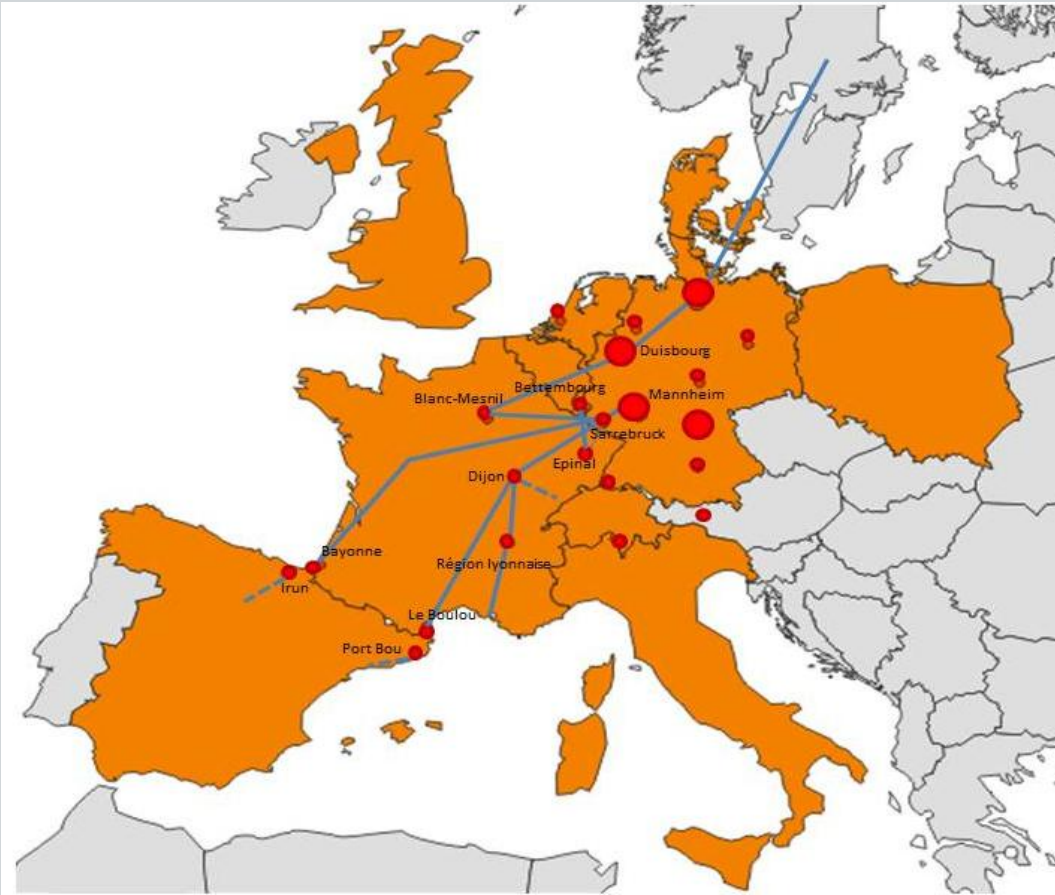


— Allemagne->France	4138	4714,5	4613,5	4774,5	4.395	3204	2188	1843,5	1716,5	2066	2662
— France->Allemagne	2352,5	2429	2417,5	2321	2293	2057	1546,5	2187,5	1915,5	2052	2290





# ECR- DB Schenker : Restructuring the French-German Traffic Scheme)



ECR Transportation Scheme  
(Source ECR end 2013)



# SNCF subsidiary Captrain and its German-French Network 2014



A large territorial coverage  
A largely integrated offer on both sides of the border

But a secondary cooperation still active

Captrain Transportation Scheme  
(Source Captrain 2014)



# Conclusion : an Invention that disappeared

- **Last attempt to built an European Transport Scheme based on a Cooperative Principle**
- **Economically viable et efficient System ...**  
**... but condemned by the Common Market Rule**
  
- **One of the many failures of a bilateral cooperation in the European Railway Industry**
- **Temporary Invention that introduced a paradigm Shift in Crossing the Border by Rail**
- **Duplication of the Hub system by incomplete Scheme**



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- **Entretiens**
- M. Charpentier Patrick, ancien directeur de la stratégie et du développement Fret SNCF (9/3/2012)
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# Thank you for your attention

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