



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/SC.2/2001/18/Add.1  
6 August 2001

ENGLISH  
Original: FRENCH

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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport  
(Fifty-fifth session, 16-18 October 2001,  
agenda items 11 (a) and 11 (b))

**DEVELOPMENT OF A EUROPEAN CONVENTIONAL  
AND HIGH-SPEED RAILWAY NETWORK**

**Addendum 1**

**Transmitted by the Governments of Belgium, Luxembourg, Portugal and Switzerland**

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## **BELGIUM**

The following projects have been proposed as part of the investment plan, covering the period 2001-2012:

### **(a) A European conventional railway network:**

#### **(i) Goods traffic**

Investments to extend capacity for goods traffic concern four major categories of railway installations:

#### **1. Stations:**

- Adaptation of the number and length of station tracks to forecasts of traffic developments;
- Modernization of signalling equipment and marshalling yards to rationalize operating conditions and increase the safety of the personnel.

This type of work is ongoing at Antwerp Nord and Schijnpoort and is planned in particular at Zeebrugge, Merelbeke Genk-Goederen and Monceau.

#### **2. Multimodal terminals:**

- Adaptation of existing terminals to forecasts of traffic developments;
- Creation of new terminals such as the Main Hub Terminal at Antwerp Nord (installations in the course of completion), the Deurganckdok terminals at Antwerp (left bank) (under construction) and the forebay terminal in Brussels.

#### **3. Service tracks:**

- Adaptation of the number and length of service tracks to forecasts of traffic developments; work of this nature is programmed on the right and left banks of the port of Antwerp;
- Construction of new sets of tracks following the development of the port areas; work of this nature is programmed on the left bank of the port of Antwerp and in the port of Ghent (Kluizendok).

#### **4. Routing:**

- Bringing into service of new lines specifically for goods traffic, such as the Althus-Meuse route (to be completed in December 2002) and line 147 (already in service), the Ijzeren Rijn link, the second access to the port of Antwerp, the Aubange-Mont St. Martin link and the extension of line 11.

- Upgrading of existing lines to improve the integration of goods and passenger traffic and increase possibilities for forwarding goods; construction of a third track between Bruges and Dudzele on line 51, third and fourth tracks between Bruges and Ghent on line 50A and modernization of the Ghent-Melle section of line 50.

(ii) Passenger traffic

The following investment projects may be mentioned:

- Speed increase on the Namur-Charleroi line 130;
- Upgrading of Namur station;
- Speed increase on the Brussel-Namur-Arlon-Luxembourg line (lines 161-162);
- Upgrading of tracks and platforms at Malines;
- L35-L36 service at Louvain;
- Upgrading of Ghent-St. Pierre station.

**(b) A European high-speed network (including information on the complementarity between high-speed rail and air transport, regional development, regional transport and urban transport):**

Belgium's high-speed network comprises three branches (West, East and North) with the point of departure in Brussels.

The West branch was brought into service on 14 December 1997, and puts Paris at 1h 25 from Brussels. It is also part of the TGV (Eurostar) Brussels to London connection.

Agreements have been drawn up between Air France and Thalys International to replace air traffic between Brussels and Paris by a Thalys train set as from April 2001.

As from 2005, the North branch will also link Brussels to Amsterdam via Antwerp station, and the East branch via Liège-Guillemins station will link Brussels to Köln.

In 2000, several worksites were active on the various sections of the high-speed network.

On the West branch, work continued on improving the Brussels-Midi entrance while work on increasing speeds on the Halle-Brussels line has been completed. The procedure has been initiated to approve this line, with its new signalling system, for speeds of 220 km/h.

On the East branch, work is in progress on the construction of a third and fourth track between Brussels and Louvain, comprising a complex phasing system and taking into consideration the regularity of present traffic.

Between Louvain and Liège, the track formation and structures of the new line have been completed, enabling a start to be made on laying the tracks. The preparatory work on Liège's new station has been completed and the other phases of the project are in progress. Construction of the new line has begun on the Liège side of the section in the direction of Germany.

On the North branch, several construction sites are active at the North-South junction. In Antwerp, track-laying on the "zoo side" has begun. The adjudication procedure for the construction of the tunnel under the city is in progress and major work is being done at Antwerp Luchtbal. The first worksites have been opened on the high-speed line in the direction of the Netherlands.

In the Brussels-North area, up to the connection with the East and North branches, a first worksite has been opened at Haren.

## **LUXEMBOURG**

### **(a) A European conventional railway network:**

The CFL signed a Freight Convention with SNCB and SNCF in 1998 governing the movement of trains between the three countries without mandatory border stops. This convention complements the Agreement concerning the technical inspection of the assignment of goods wagons in international traffic (usually known as mutual trust inspection) and the Agreement to facilitate and accelerate the international carriage of RID goods while ensuring a high level of safety. In passenger traffic, the CFL have acceded to the Agreement concerning the technical inspection of vehicles in the composition of passenger trains in international traffic, also enabling border stops to be avoided. At the present time, the CFL are directing work to establish the Trans-European Rail Freight Network (TERFN). As part of this task, the Luxembourg network has prepared the European Train Control System (ETCS) for entry into service. At the same time, it is taking part in the work of the European Association for Railway Interoperability (AEIF) which is responsible for establishing the technical specifications for the incorporation of the European Directive on conventional rail interoperability.

### **(b) A European high-speed railway network (including information on the complementarity between high-speed rail and air transport, regional development, regional transport and urban transport):**

Luxembourg does not install high-speed lines, but makes every effort to obtain the best possible connection to the trans-European high-speed network.

## **PORTUGAL**

For the transport of goods, the investment strategy has been consolidated in the establishment of the national component of the Trans-European Rail Freight Network (TERFN). This proposal, which has already been put forward to the Commission's services, will be the subject of a detailed analysis with the Spanish authorities, in the context of the Joint Portuguese-Spanish Commission, set up following the last Iberian Summit. Specifically, the national component of TERFN comprises:

- Link to the north via the Minho (Valença) line;
- Link to the east via the Beira Alta (Vilar Formoso) line;
- Link to the south via Évora - Elvas - Badajoz.

The first link is the subject of very detailed studies with the authorities of Galicia and is intended to produce a major improvement in the quality and capacity of the present Minho line.

This link will also bring an improvement to rail competition in passenger traffic and will reinforce trade between the north of Portugal (the area of the national territory that exports most) and the area of Galicia between Vigo and Corunha which is registering noteworthy economic growth, while at the same time it will enhance interdependence with the Greater Porto region.

The link via the east (Vilar Formoso) has been completed and Spain's improvement of the quality of the corresponding infrastructure for the levels of the national component is awaited. This was also discussed and approved at the last Iberian Summit. This line is currently the principal link with Spain (and Europe) both for passengers and for goods.

In the south, the intention is to build a new section between Évora - Elvas - Badajoz, so as to provide the Lisbon region and the major port of Sines with a more substantial means of channelling goods towards Spain than exists at the present time on a link which is currently practically inactive. The importance of this new layout is further enhanced by the expected growth of traffic from the port of Sines.

The keynote of the strategy for the transport of medium- and long-distance passengers is Portugal's integration into the European high-speed network. Studies are in progress on the technical and economic viability of the Lisbon - Porto - Madrid links, which will be developed by RAVE S.A.

A Joint Portuguese-Spanish Commission on Transport and Land Infrastructures was established at the Portugal-Spain Summit of 25 and 26 January 2000; its aim is to promote cooperation between the two countries in land transport and transport infrastructures.

On the Portuguese side, this Commission is chaired by the Secretary of State for Transport and includes representatives of the following bodies: Office of the Minister for Public Works, DGTT, IEP, INTF, REFER, RAVE and GAERE.

The first meeting of the Joint Portuguese-Spanish Commission took place in Madrid on 24 January 2001 in the context of land transport and transport infrastructures; mention may be made of the following topics in connection with rail transport:

- As regards the high-speed rail network, it was confirmed that the notarial act of establishment of the European Economic Interest Grouping (EEIG) would take place in Madrid on 24 January;

- Both sides undertook to coordinate their positions regarding the Iberian route sections of the trans-European road and rail networks;
- The Portuguese side announced its intention of constructing the link between the port of Sines and Badajoz;
- As regards the Commission's future work, the Portuguese side proposed to go ahead with defining a strategy for the integration of the Iberian railway network into the European railway network;
- The persons in charge of the Portugal-Spain Permanent Trans-Border Traffic Monitoring Centre were appointed (Director of the Studies and Planning Bureau of the Ministry of Public Works and Technical Secretary for Transport of the Ministry for Development).

## **SWITZERLAND**

The purpose of Switzerland's link to the European high-speed network is to make services to major European centres more attractive. The aim is therefore to reduce journey time on the various services. Several agreements have been signed between Switzerland and the surrounding European countries.

Mention should be made here of the fact that Switzerland and Italy signed a bilateral convention in November 1999 on the coordination of the long-term planning of the railway infrastructure between the two States. The objectives of the bilateral convention will not be guaranteed exclusively by upgrading the infrastructure but also by improving the offer and operation, in particular through the use of tilting trains and very modern traffic regulation technology.

Also in November 1999, Switzerland and France signed a bilateral convention on the linking of Switzerland to the French rail network, and more particularly to the TGV network. The convention's main purpose is to improve western access lines from Switzerland to the French high-speed routes. The three main connecting lines to the TGV network are:

- Geneva - Nantua - Bourg-en-Bresse - Macon (link to the present Paris - South-East TGV line);
- Lausanne/Bern - Neuchâtel - Dole - Dijon - Aisy (link to the present Paris - South-East TGV line and the future Rhine-Rhone TGV line);
- Basel - Mulhouse (link to the future East-European and Rhine-Rhone TGV lines).

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